

AGENDA
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 14, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: May 20, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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| 1. Bacco Construction Company
N3660 N. US2, Box 458
Iron Mountain, MI 49801 | Sub-Grade Undercutting
Type II | \$32,595 |
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Approval is requested to authorize the Iron County Road Commission to award a subcontract for subgrade undercutting on M-189 south of Iron River in Iron County. The contract includes the removal of frost heavable material from the vicinity of several old sewer pipe crossings. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To remove frost heavable material and prevent dips and settlements in the road surface on M-189 south of Iron River.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance cost.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surface in these areas frost heaved this past winter, resulting in unsafe road conditions for motorists and additional winter maintenance work to keep the pavement surface free of ice and snow. If duties are not performed, the roads could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised, low bidder was selected.

New Project Identification: Repair of existing roadway, not a new project.

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| 2. Payne Landscaping, Inc.
5385 Rohns
Detroit, MI 48213 | Grass Mowing | \$320,220 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up on I-94 (Rouge River to Rawsonville Road). The contract provides for an additional one-year renewal option at the same rate of \$106,740 per year upon mutual agreement of the parties. The project was advertised, and five bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up on 2,965 acres along the I-94 State trunkline between Rouge River and Rawsonville Road within Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$106,740 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised using the county bid advantage process. The second lowest bidder was selected based on this process.

New Project Identification: Roadside maintenance, not a new project.

* Denotes a non-standard contract/amendment

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| 3. | B & L Landscaping, Inc.
21151 Meyers
Oak Park, MI 48237 | Grass Mowing | \$80,316 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along I-75 (Meade Avenue to Milwaukee Avenue). The contract provides for an additional one-year renewal option at the same rate of \$26,772 per year upon mutual agreement of the parties. The project was advertised, and five bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up for 138 acres along the I-75 State trunkline from Meade Avenue to Milwaukee Avenue within Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$26,772 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Roadside maintenance, not a new project.

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| 4. | Payne Landscaping, Inc.
5385 Rohns
Detroit, MI 48213 | Grass Mowing | \$22,557 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along US-12 (I-275 Freeway to Rawsonville Road). The contract provides for an additional one-year renewal option at the same rate of \$7,519 per year upon mutual agreement of the parties. The project was advertised, and six bids were received. The lowest bid of \$21,632 was not selected. The county utilizes a selection process in which local county firms are given a bidding advantage over those that are not county-based. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up on 206 acres along the US-12 State trunkline between I-275 Freeway to Rawsonville Road within Wayne County. The county includes an advantage clause in its contract language and in the invitation for bids. This clause applies to contracts that are for \$100,000 or less. The bid of any county-based firm will be deemed a better bid than that of a firm that is not county-based, if its bid is less than 6% higher on contracts for \$100,000 or less or 4% on contracts over \$100,000. Based on this clause, the second lowest bid was selected.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one year option for renewal based on a fixed amount of \$7,519 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised using the county bid advantage process. The second lowest bidder was selected, based on this process.

New Project Identification: Roadside maintenance, not a new project.

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| 5. | B & L Landscaping, Inc.
21151 Meyers
Oak Park, MI 48237 | Grass Mowing | \$481,896 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along I-94 (Second Avenue to Rouge River). The contract provides for an additional one-year renewal option at the same rate of \$160,632 per year upon mutual agreement of both parties. The project was advertised, and five bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up for 828 acres along I-94 State trunkline from Second Avenue to Rouge River in Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$160,632 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Roadside maintenance, not a new project.

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| 6. | B & L Landscaping, Inc.
21151 Meyers
Oak Park, MI 48237 | Grass Mowing | \$385,866 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along I-96 (McGraw Avenue to John Hix Road). The contract provides for an additional one-year renewal option at the same rate of \$128,622 per year upon mutual agreement of the parties. The project was advertised, and five bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up for 663 acres along the I-96 State trunkline from McGraw Avenue to John Hix Road in Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$128,622 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Roadside maintenance, not a new project.

7. **B & L Landscaping, Inc.** **Grass Mowing** **\$97,776**
21151 Meyers
Oak Park, MI 48237

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along US-10 (Warren Avenue to Civic Center). The contract provides for an additional one-year renewal option at the same rate of \$32,592 per year upon mutual agreement of the parties. The project was advertised, and four bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up for 168 acres along the US-10 State trunkline from Warren Avenue to Civic Center in Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$32,592 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Roadside maintenance, not a new project.

8. **B & L Landscaping, Inc.** **Grass Mowing** **\$89,046**
21151 Meyers
Oak Park, MI 48237

Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along US-10 (Wyoming Road to I-94 Freeway). The contract provides for an additional one-year renewal option at the same rate of \$29,682 per year upon mutual agreement of the parties. The project was advertised, and four bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up for 153 acres along the US-10 State trunkline from Wyoming Road to I-94 Freeway in Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$29,682 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Roadside maintenance, not a new project.

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| 9. | B & L Landscaping, Inc.
21151 Meyers
Oak Park, MI 48237 | Grass Mowing | \$265,392 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up along I-75 (North of Vernor Highway to Goddard Road). The contract provides for an additional one-year renewal option at the same rate of \$88,464 per year upon mutual agreement of the parties. The project was advertised, and five bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up for 456 acres along the I-75 State trunkline from North of Vernor Highway to Goddard Road within Wayne County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$88,464 per year.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Roadside maintenance, not a new project.

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| 10. | S.P.E. Contractors
8730 Lakeshore Rd
Lakeport, MI 48059 | Night Patrol Services | \$38,027.32 |
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Approval is requested to authorize the St. Clair County Road Commission to award a subcontract for night patrol services on all State trunklines in St. Clair County for the winter of 2003-2004. The length of estimated services is approximately 154 days or approximately 1268 hours. The contract provides for an additional one-year renewal option at the same rate of \$38,027.32 per year upon mutual agreement of the parties. The project was advertised, and five bids were received. The lowest bid was selected. The contract will be in effect from the date of award through April 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for patrolling on all State trunklines in St. Clair County for hazardous road conditions, including ice and snow, pot holes, and dead animals

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a one year option for renewal upon mutual agreement of the parties.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Routine winter services, not a new project.

11. **Curbco, Inc.** **Curb Sweeping** **\$40,196.80**
P.O. Box 70
Swartz Creek, MI 48473

Approval is requested to authorize the St. Clair County Road Commission to award a subcontract for curb sweeping on State trunklines in St. Clair County four times per year. The contract provides for an additional one-year renewal option at the same rate of \$40,196.80 per year upon mutual agreement of the parties. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for mobil pickup curb sweeper and operator to sweep curbs and barrier wall locations on State trunkline systems in St Clair County.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A one- year contract based on a fixed amount including a one-year renewal option of \$40,196.80 per year upon mutual agreement of the parties.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: Road maintenance, not a new project.

CONTRACTS

12. **HIGHWAYS – Railroad Force Account Work**

Force Account Work under Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated October 9, 1995, provides for improvements under job number 73459 to a crossing of CSX in the city of Howell, Livingston County. These improvements include reconstruction of the crossing and correction of adverse approach grades. This work will reduce the number of low riding vehicles that get caught on the tracks.

Estimated Funds:

Federal Highway Administration Funds	\$109,500
State Restricted Trunkline Funds	<u>\$ 12,200</u>
Total Funds	<u>\$121,700</u>

STR 47121 - 73459

Railroad Force Account Work

Purpose/Business Case: To reconstruct railroad crossing and correct adverse approach grades.

Benefit: Increased safety by reducing the number of low riding vehicles that get caught on the tracks due to the grade differential.

Funding Source: Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds

Commitment level: 90% Federal and 10% State; based on estimate.

Risk Assessment: Vehicles will continue to get caught on the tracks and present safety hazards.

Cost Reduction: Improvements are on railroad property, and CSX is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improve existing railroad crossing.

13. *HIGHWAYS - Retroactive IDS Time Extension

Retroactive Amendatory Contract (99-0223/A1) between MDOT and Fleis & Vandenbrink Engineering, Inc., will retroactively extend the contract term by eight months to provide sufficient time for the consultant to complete the construction engineering services on Authorization 4 (Z4) of this contract. The original contract provided for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be January 18, 2001, through May 31, 2003. The total contract amount remains unchanged at \$297,260.99. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

This extension was initially requested prior to the contract expiration date of September 30, 2002. The request was made by the Project Manager, who then assumed the extension was in place. On April 17, 2003, the Project Manager discovered that the extension had not been issued, necessitating a retroactive extension. The service could not be suspended after the September 30, 2002, date because of two construction claims on this project that have recently been resolved.

Purpose/Business Case: Replace and widen an existing structure on M-120 over the south branch of the Muskegon River in Muskegon County.

Benefit: Replacement of a deteriorated existing structure with a new, wider structure.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing structure was deteriorating to the point of safety concern for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is replacement and widening of an existing structure.

14. HIGHWAYS – IDS Construction Engineering Services

Retroactive Authorization Revision (Z4/R3) under Contract (99-0223) between MDOT and Fleis & Vandenbrink Engineering, Inc., will retroactively extend the authorization term by five and a half months to provide sufficient time for the consultant to complete the services. The original authorization provides for construction engineering services related to the replacement of the structure B01 on M-120 over the Muskegon River, Muskegon County. The revised authorization term will be January 18, 2001, through May 31, 2003. The total authorization amount remains unchanged at \$297,260.99. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

This extension was initially requested prior to the authorization expiration date of December 15, 2002. The request was made by the Project Manager, who then assumed the extension was in place. On April 17, 2003, the Project Manager discovered that the extension had not been issued, necessitating a retroactive extension. The service could not be suspended after the December 15, 2002, date because of two construction claims on this project that have recently been resolved.

Purpose/Business Case: Replace and widen an existing structure on M-120 over the south branch of the Muskegon River in Muskegon County.

Benefit: Replacement of a deteriorated existing structure with a new, wider structure.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing structure was deteriorating to the point of being a safety concern for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is replacement and widening of an existing structure.

15. HIGHWAYS – IDS Time Extension

Amendatory Contract (99-0892/A2) between MDOT and Testing Engineers & Consultants, Inc., will extend the contract term by approximately seven months to provide for the consultant to provide the services during the remainder of the 2003 construction season. The original contract provides for statewide asbestos investigation services to be performed on an as needed basis/when needed basis. The revised contract term will be September 29, 1999, through December 31, 2003. The maximum dollar amount of the contract remains unchanged at \$500,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: MDOT frequently has a need for an asbestos investigation at parcels of property where buildings will be demolished or refurbished. Prior to demolition or similar work being performed, the building needs to be inspected for asbestos.

Benefit: This contract provides a fast, cost effective way to carry out these asbestos inspections.

Funding Source: The funding sources depend on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without proper asbestos inspections, demolition projects could expose workers to friable asbestos.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

16. *HIGHWAYS - Change in Scope

Amendatory Contract (2000-0060/A2) between MDOT and HNTB Michigan, Inc., will provide for a change in scope due to the separation of the overall project into independent projects. The original contract provides for the design of the reconstruction of the mainline and ramps along I-75 and I-96 from West Grand Boulevard to north of the Conrail overpass. The work items include roadway, bridge, and drainage design; right-of-way, survey, signal, non-freeway lighting, geotechnical investigation, utility coordination, and municipal utility relocation work; and aesthetic and landscape design in Wayne County (CS 82194 - JNs 37795C and 37795B). The contract term remains unchanged, April 12, 2000, through December 31, 2003. The total contract amount remains unchanged at \$12,841,042. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for the design of the reconstruction of the mainline and ramps along I-75 and I-96, from West Grand Boulevard to north of the Conrail overpass (Ambassador Bridge/Gateway Project). The change in scope is due to the separation of the overall project into independent projects.

Benefit: The benefit of this project is to preserve the last section of I-75 that has not yet been worked on. This project is to accommodate the proposed plaza design for the Detroit International Bridge Company.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If project is not let by September 3, 2003, Federal funds will be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a preservation project.

17. HIGHWAYS –IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2000-0145) between MDOT and Spalding, DeDecker & Associates, Inc., will provide for additional design work for the addition of three temporary traffic signals along the detour route and a left turn phase to one existing traffic signal along the detour route, construction of permanent intersection improvements at King Road and Meisner Road, and replacement of 3460 linear feet of water main in Marine City and will increase the authorization amount by \$49,102.57. The original authorization (Z1) provides for the design of M-29 from Broadway Street to Francis Street, Marine City and East China Township, St. Clair County (CS 77025 – JN 50530C), for a total cost of \$241,270.01. The authorization term remains unchanged, July 5, 2002, through March 9, 2004. The revised total authorization amount will be \$290,372.58. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the negotiated fees for the design of the I-96 expressway reconstruction project. The project limits are along the I-96 expressway from east of the M-39 expressway to east of the Grand River Avenue structure. The project length is 2.87 miles. The existing pavement is in extremely poor condition. The existing roadway consists of 12 lanes (3 express lanes and 3 local lanes in each direction) and the project will include the design work for repairs on 27 associated bridges. This reconstruction project is included in MDOT's five-year road plan; it can be found within the 2004 to 2006 STIP / TIP and is currently planned to be constructed during the summer of 2005.

Benefit: To improve the pavement ride, condition, and roadway safety of the expressway. This reconstruction project will also reduce the long term maintenance costs for this area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the expressway, the reconstruction is the preferred repair. Should the reconstruction not be approved, the cost to perform a combination of alternate repairs and additional maintenance, when compared to the cost of reconstruction over the same 20-year period, would be greater.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is for the reconstruction of an existing roadway with no capacity increase.

18. HIGHWAYS – IDS Design Consultant Services

Retroactive Authorization Revision (Z22/R2) under contract (2000-0160) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization provides for design of bituminous resurfacing and safety upgrades on M-34 from M-99 to US-127, Jefferson and Pittsford Townships, Hillsdale County. The revised authorization term will be June 6, 2002, through March 9, 2004. The total authorization amount remains unchanged at \$339,434.24. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager assumed the remaining contract time was adequate and therefore did not request an extension. On April 28, 2003, the project manager was notified by the consultant that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: The consultant is providing design plans and construction bid documents for the repair and resurfacing of 10.5 mile of M-34 in Hillsdale County

Benefit: Repairing and resurfacing this roadway will provide for improved safety and a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project were not performed, safety would not improve and the existing pavement condition would continue to deteriorate, resulting in a worse ride for motorists. Also, by not doing this project MDOT would be less likely to achieve its goal of having 90 percent of State roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves rehabilitation of an existing roadway.

19. HIGHWAYS – IDS Design Consultant Services

Retroactive Authorization Revision (Z27/R1) under Contract (2000-0160) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization provides for design of a rehabilitation project on M-120 in Dalton, Cedar Creek, and Holton Townships, Muskegon County. The revised authorization term will be September 20, 2002, through March 9, 2004. The total contract amount remains unchanged at \$219,404.07. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager assumed the remaining contract time was adequate and therefore did not request an extension. On April 28, 2003, the project manager was notified by the consultant that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: Proposed 10.857 miles of rehabilitation (3R) of M-120 from Old Orchard Road northeasterly to Marvin Road, in Muskegon County

Benefit: Improved road surface, super-elevation correction, drainage improvements, guardrail upgrading, and other roadside safety improvements.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project has a September 2003 letting to capture FY 2003 funds. If this contract is not extended, MDOT is at risk of not getting this project let in September to capture the FY 2003 funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project as the work is scheduled for an existing roadway, which we are preserving.

20. HIGHWAYS – IDS Design Consultant Services

Retroactive Authorization Revision (Z28/R1) under Contract (2000-0160) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original contract provides for design of a rehabilitation project on M-50, Village of Lake Odessa, Odessa Township, Ionia County. The revised authorization term will be November 7, 2002, through March 9, 2004. The total contract amount remains unchanged at \$222,616.14. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager assumed the remaining contract time was adequate and therefore did not request an extension. On April 28, 2003, the project manager was notified by the consultant that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: Provide design services necessary for the rehabilitation of M-50 from west of Washington Street easterly to east of the Village of Lake Odessa limits. The existing roadway and drainage system are in poor repair and in need of replacement. Geometric considerations, as well as excessive storm drainage backup, are driving the need for this project. Local participation has been acquired for portions of the proposed work. The design of this project is needed to maintain the five-year plan schedule of this project and provide the project construction as published to the citizens of this State.

Benefit: MDOT as well as the Village will benefit greatly by correcting the drainage issues currently in very poor repair. Safety will be enhanced due to the removal of standing water on the roadway in significant rain events. Geometrics and roadbed quality will enhance traffic flow and provide a life extension of the roadway in excess of 15 years. This project will benefit the Village of Lake Odessa and MDOT in that they will fix other portions of their infrastructure and lessen the potential for roadway repairs due to their facilities breaking.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not completed as scheduled, including the design of this project work, the safety of the roadway will be compromised with every significant rain event. Further repairs would need to be made to the roadway surface condition, expending maintenance dollars when they could be spent more wisely.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a Michigan Project, CS 34021, JN 45857C, M-50 Rehabilitation Project, Village of Lake Odessa and Odessa TWP, Ionia County.

21. HIGHWAYS – IDS Time Extension

Amendatory Contract (2000-0317/A3) between MDOT and Superior Environmental Corporation will extend the contract term by approximately seven months to provide for the consultant to provide the services during the remainder of the 2003 construction season. The original contract provides for storage tank and contaminated soil removal services to be performed on an as needed basis/when needed basis. The revised contract term will be May 15, 2003, through December 31, 2003. The maximum dollar amount of the contract remains unchanged at \$250,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: MDOT frequently discovers underground gasoline and diesel fuel storage tanks during road and bridge construction. The tanks are located within MDOT right-of-way and have been buried for many years. Under 1994 PA 451, as amended, Part 211, the Underground Storage Tank (UST) Regulations, the owner of the property where a UST is located is the owner of the UST and is responsible for registering it with the MDEQ Storage Tank Division (STD) and closing it properly.

Benefit: This contract provides a fast, cost effective way to remove Underground Storage Tanks that are encountered during construction and threaten to delay construction projects.

Funding Source: The funding sources depend on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: State and Federal statutes require that contractors with proper insurances and training be used to remove USTs. This contract provides for that.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

22. HIGHWAYS – IDS Time Extension

Amendatory Contract (2000-0318/A1) between MDOT and Toltest, Inc., will extend the contract term by approximately seven months to provide for the consultant to provide the services during the remainder of the 2003 construction season. The original contract provides for storage tank and contaminated soil removal services to be performed on an as needed basis/when needed basis. The revised contract term will be May 15, 2003, through December 31, 2003. The maximum dollar amount of the contract remains unchanged at \$250,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: MDOT frequently discovers underground gasoline and diesel fuel storage tanks during road and bridge construction. The tanks are located within MDOT right-of-way and have been buried for many years. Under 1994 PA 451, as amended, Part 211, the Underground Storage Tank (UST) Regulations, the owner of the property where a UST is located is the owner of the UST and is responsible for registering it with the MDEQ Storage Tank Division (STD) and closing it properly.

Benefit: This contract provides a fast, cost effective way to remove underground storage tanks that are encountered during construction and threaten to delay construction projects.

Funding Source: The funding sources depend on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: State and Federal statutes require that contractors with proper insurances and training be used to remove USTs. This contract provides for that.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

23. HIGHWAYS - Increase Scope and Amount, Extend Term

Amendatory Contract (2000-0812/A3) between MDOT and Wilcox Professional Services, LLC, will provide for additional studies and the preparation of plans for a segment of I-75 with a partial cloverleaf interchange at M-46, will increase the contract amount by \$1,441,547.28, and will extend the contract term by one year to provide sufficient time for the consultant to complete the work. The original contract provides for the design of I-75 from south of M-46 to north of the I-675 northbound off-ramp in Saginaw County (CS 73111 - JN 47478C). The revised contract term will be February 7, 2001, through December 31, 2004. The revised total contract amount will be \$5,322,234.61. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide and complete design engineering services for interchange operational improvements at I-75 and M-46, Buena Vista Township, Saginaw County.

Benefit: Benefits include reconstruction of freeway; reconstruction of seven bridges; improvement of operations; increased safety; geometry of ramps, freeway, and M-46; reduction in user delay costs; improved conditions for Delphi Plants; improved ride; and improved long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not awarded, safety issues and congestion will not be resolved and higher maintenance costs to maintain I-75, M-46, and the bridges will be incurred.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Reconstruction

24. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2000-0972/A3) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add an additional geometric alternative due to environmental and right-of-way issues and will increase the contract amount by \$27,356.50. The original contract provides for the design of I-96 at Latson/Nixon Roads and the Lake Chemung interchanges in Livingston County (CS 47065 – JN 40641C). The length of this project is 3 km (1.9 miles). The contract term remains unchanged, November 21, 2000, through December 31, 2004. The revised total contract amount will be \$2,714,042.82. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment will allow the consultant to design retention basins for the Latson Road interchange and design the signal for the Lake Chemung interchange.

Benefit: The retention basins are required by the Livingston County Drain Commission (LCDC). MDOT will benefit by being able to complete the plans at the interchange and allow for future construction when funding is available. The signals are necessary to complete the design of the Lake Chemung interchange. The signal location and configuration have changed from the original scope. MDOT will benefit by being able to complete the plans and let the project in 2003.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the retention basins are not designed, ROW needs will not be identified and the LCDC will not allow us to discharge our storm sewer outlets into the county drain system. If the signal design work is not completed, the project will not be completed for a 2003 letting and we will lose approximately \$3,000,000 in Interstate Maintenance Discretionary funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The design of Latson Road is for a new interchange. The design of the Lake Chemung interchange is a reconfiguration of the existing interchange due to safety issues.

25. HIGHWAYS – IDS Construction Engineering Services

Retroactive Authorization Revision (Z4/R1) under Contract (2001-0135) between MDOT and Tyme Engineering, Inc., will retroactively extend the authorization term by four months to provide sufficient time for the consultant to complete the services not completed due to reassignment by MDOT to cover critical activities during heavy construction. The original authorization provides for final estimate reviews in the Metro Region. The revised authorization term will be February 25, 2002, through April 30, 2003. The total contract amount remains unchanged at \$75,526.60. The contract term is November 15, 2000, through October 31, 2003. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To complete the financial close out of job phases.

Benefit: Timely financial closure of job phases.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: To avoid projects being placed on the “Overdue Final List.”

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No.

26. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z4) under Contract (2001-0652) between MDOT and B.B.F. Engineering Services will provide for engineering services to be performed on various jobs as assigned in the Metro Region. This authorization will be in effect from the date of award through August 27, 2004. The authorization amount will be \$799,262.60. The contract term is August 27, 2001, through August 27, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the project is to maintain the upkeep of State highways. These inspection services are required due to the lack of sufficient MDOT staffing. MDOT is in the need of the consultant's services to effectively administer the Federal Aid Program.

Benefit: MDOT gains an added service that is needed during the construction process. BBF will be providing and assisting MDOT in the field areas due to the lack of personnel.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this activity is not performed, construction projects will lack supervisory benefits, which could cause project delays, in completion, and mishaps, as well as the loss of Federal funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project: Not a new project.

27. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z6) under Contract (2001-0652) between MDOT and B.B.F. Engineering Services will provide for engineering services to be performed on various jobs as assigned within the Taylor Transportation Service Center in the Metro Region. This authorization will be in effect from the date of award through August 27, 2004. The authorization amount will be \$398,380.70. The contract term is August 27, 2001, through August 27, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the project is to maintain the upkeep of State highways. These inspection services are required due to the lack of sufficient MDOT staffing. MDOT is in the need of their services to effectively administer the Federal Aid Program.

Benefit: MDOT gains an added service that is needed during the construction process. BBF will be providing and assisting MDOT in the field areas due to the lack of personnel.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this activity is not performed, construction projects will lack supervisory benefits, which could cause project delays and mishaps, as well as the loss of Federal funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project: No.

28. HIGHWAYS – IDS Construction Engineering Services
Authorization (Z30) under Contract (2001-0671) between MDOT and Soil and Materials Engineers, Inc., will provide for construction inspection and testing services to be performed in the Bay Region as needed. This authorization will be in effect from the date of award through January 31, 2004. The authorization amount will be \$370,387.16. The contract term is April 24, 2002, through April 24, 2005. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: The purpose of this contract authorization is to have Soil and Materials Engineers, Inc., provide Hot Mix Asphalt (HMA) testing and inspection services to the Bay Region for the 2003 construction season.

Benefit: Hot Mix Asphalt testing is required on a majority of Federal and State funded construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not performing the HMA testing could jeopardize Federal highway funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expansion project.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2002-0163) between MDOT and Midwestern Consulting, Inc., will provide for review of all unlocated crashes and determination of the physical location of these crashes for calendar years 2001 and 2002 (CS 84900 - JN 74803). The authorization will be in effect from April 16, 2003, through May 1, 2004. The authorization amount will be \$249,800. The contract term is November 20, 2001, through November 20, 2004. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The purpose of this contract is to determine the physical locations of some 165,000 vehicle crashes for the years 2001 and 2002. This information will then be entered into the Michigan State Police crash database and used by safety engineers throughout the State to reduce roadway hazards. The Michigan State Police used to do this work, but no longer has the staff required to complete the work.

Benefit: The State and local agencies will benefit by having accurate, up to date information on the location of vehicle crashes. This will help engineers in determining where to design counter measures into the roadway system to reduce the frequency of accidents.

Funding Source: This project is being funded by Federal safety funds made available to Michigan as a reward for seatbelt usage above the national average. The use of the money is earmarked for use in safety projects on the highway system.

Commitment Level: This contract is based on a low bid to perform all required tasks, not on an hourly basis.

Risk Assessment: If this task is not completed, the traveling public is at great risk for recurrence of accidents at various locations. The database is used by engineers to identify where these crashes occur.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected from all proposals that were technically acceptable. The cost bid is lower than could be done with State employees.

New Project Identification: No, this is not a new project or a new activity. The work is being outsourced because the Michigan State Police no longer has the staff required to do the work.

30. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z2/R2) under Contract (2002-0248) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one month and increase the authorization amount by \$44,003.48 to provide for continued as needed inspection and testing services for road construction, bridge rehabilitation work, and office work to close out projects. The revised authorization term will be November 15, 2002, through July 31, 2003. The revised total authorization amount will be \$141,382.51. The contract term is February 26, 2002, through February 26, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide construction inspection and testing services to comply with State and Federal regulations.

Benefit: Ensure compliance with the construction contract requirements by providing inspection and testing necessary to comply with FHWA rules and regulations for Federally-funded projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of Federal funds and be contrary to State Policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

31. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2002-0482/A1) between MDOT and Alfred Benesch & Company will provide for additional geotechnical work, roadway soil boring and corings, bridge survey, water main, and sound wall work, will increase the contract amount by \$807,268.06, and will extend the contract term by three months. The original contract provides for the design of I-94 from US-24 to Pelham Road and for the design of US-12 from Ecorse to VanBorn Road in Wayne County. The revised contract term will be July 9, 2002, through January 31, 2004. The revised total contract amount will be \$4,703,989.10. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is providing design plans and construction bid documents for the reconstruction of three miles of I-94 and two miles of US-24, along with reconstruction and rehabilitation of eight bridges in the City of Taylor.

Benefit: Reconstruction of these roadways and bridges will provide for increased safety, reduced maintenance costs, and a better ride for motorists.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project was not performed, safety would not improve and the existing pavement condition and bridges would continue to deteriorate, resulting in greater maintenance costs and a worse ride for motorist. Also, by not doing this project, MDOT would be less likely to achieve its goal of having 90 percent of State roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee bases not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this project involves reconstruction of existing roadways and bridges.

32. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z8) under Contract (2002-0496) between MDOT and Wade-Trim Associates, Inc., will provide for inspection and testing services to be performed on M-153 for resurfacing and ramp widening from Marlow Boulevard to east of Lotz Road, Canton Township (CS 82081 - JN 56645A). This authorization will be in effect from the date of award through June 5, 2005. The authorization amount will be \$250,741.81. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this contract is to provide construction engineering, inspection, and testing services for the oversight of resurfacing and ramp widening on M-153 in Canton County.

Benefit: This contract will provide for the inspection and testing of all contract work to insure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide oversight of the construction contract could result in a wide range of impacts, including substandard workmanship and materials, traffic concerns, and public safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

33. HIGHWAYS - IDS Design Consultant Services
Authorization (Z5) under Contract (2002-0686) between MDOT and HH Engineering, Limited, will provide for the design of Gottfredson Road at M-14, Salem Township, Washtenaw County (CS 81103 - JN 74709C). The work items include design of road approaches to the Gottfredson Bridge over M-14 including deck replacement, painting, and pin and hanger assembly replacement. Also included is the widening and resurfacing of Gottfredson Road from south of the eastbound M-14 ramp terminal to north of the westbound ramp terminal. This authorization will be in effect from the date of the award through September 20, 2005. The authorization amount will be \$154,955. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The project is located at M-14 and Gottfredson Road, Washtenaw County. The project consists of bridge deck replacement, painting, widening on Gottfredson Road for a left turn lane, exit ramp extensions, and shoulder resurfacing.

Benefit: This project was approved for an economic development grant to facilitate the construction of a new facility for Johnson Controls, Inc.

Funding Source: 100% State Restricted Trunkline Funds (Economic Development Grant).

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The bridge is in need of rehabilitation. If the operational improvements are not constructed, it will be disruptive to the new Johnson Controls facility. Johnson Controls will generate new traffic and these improvements need to be constructed to improve traffic safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, the project consists of primarily rehabilitation and operational and safety improvements.

34. HIGHWAYS - IDS Design Consultant Services
Authorization (Z11) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for the design of M-37 from south of Vance Road northerly through the US-31/M-37 intersection in Grand Traverse County (CS 28051 - JN 55205C). The work items include the addition of lanes south and west of the US-31/M-37 intersection, the reconstruction of all four legs of the US-31/M-37 intersection, grade lowering on US-31, and traffic signal work. The length of this project is 2.365 miles. This authorization will be in effect from the date of award through August 20, 2004. The authorization amount will be \$353,007.21. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Increase safety at the intersections by extending right turn and left turn lanes, improving approach site distance, and improving signalization.

Benefit: Improved ride, safety, and long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Defined and documented safety issues not resolved with possible litigation and higher maintenance cost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Partially new (<15 %).

35. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0159) between MDOT and Flint Surveying and Engineering Company will provide for the design of ramp improvements on M-53 at the 23 Mile Road interchange in Shelby Township, Macomb County (CS 50013 - JN 59192C). The work items include design of operational improvements for the on and off ramps at five ramp locations on the west side of M-53. This authorization will be in effect from the date of the award through March 5, 2006. The authorization amount will be \$137,205.50. The contract term is March 5, 2003, through March 5, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project has been established to conduct both a study phase and a design phase to examine and implement a design to help alleviate traffic congestion which occurs at the entrance and exit ramps of 23 Mile Road and SB M-53 in the Shelby Township.

Benefit: The benefit will be to alleviate traffic congestion, weaving conditions, and delays caused by heavy traffic flow. With the elimination of the traffic congestion, it is anticipated that traffic accidents in this area will greatly decrease.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project has been established under the 2003 CMAQ program and the loss of funding for this project would result in continued traffic congestion at this location.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No. This is a ramp rehabilitation project funded under the 2003 CMAQ program (Grant # 03052). The control section is 50013 and job number is 59192C.

36. HIGHWAYS - University Research Services

Contract (2003-0196) between MDOT and Michigan State University will provide for research services to develop information and educational programs to alleviate deer-vehicle collisions. The work items of this contract include the determination and development of reports and research necessary to completing the final report. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$62,306. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is to reduce the frequency of deer-vehicle collisions (DVC) through improvement of knowledge about the characteristics of DVCs, who is involved in DVCs, and the human factors that may modify driver behavior.

Benefit: An estimated 65,000 DVCs occur annually in Michigan and result in over \$120 million in vehicle damages (an average of \$1846 per crash) and more than \$180 million in total costs to society. Reducing the number of these types of crashes will effectively lower these costs as well as reduce the number of personal injuries and deaths. Public education and awareness will help decrease the risk to human health and safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The frequency of DVCs will continue to increase, resulting in property damage, personal injuries, and sometimes the loss of life. The informational and educational component of this health, safety, and economic issue will go unaddressed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research study (73999).

37. HIGHWAYS - University Research Services

Contract (2003-0197) between MDOT and Michigan State University will provide for research services to determine the environmental factors affecting frequency and rates of deer-vehicle collisions in Southern Michigan. The work items of this contract include the preparation of a final report, a Geographic Information Systems (GIS) database, and models that will be distributed to enable the forecasting of the deer-vehicle collision hot spot. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$59,786. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is to determine the environmental factors affecting the rate and frequency of deer-vehicle collisions (DVCs) in Michigan, then develop computer predictive models that provide guidance on where current and future DVC hotspots will occur in the state. Geographic information systems (GIS) will be used to determine the influence of habitat composition/structures, deer habitat potential, land use and vehicle traffic patterns on the rate and frequency of DVCs.

Benefit: Research-supported knowledge is urgently needed on effective measures that can be developed to alleviate the impacts of DVCs. Reducing the number of collisions will have significant effects on reducing property damage, personal injuries, and fatalities.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The rate and frequency of DVCs will continue to increase. The costs associated with these collisions will rise—for property damage, personal injuries, and fatalities. The problem will continue to grow.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research study (74003).

38. *HIGHWAYS - University Research Service

Contract (2003-0312) between MDOT and Michigan State University will provide for research services to evaluate relocated painted shoulder corrugations in the Grand Region. The work items of this contract include collection of before and after data at six test sites and a final report. This contract will be in effect from date of award through November 30, 2004. The total contract amount will be \$99,698. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To evaluate the Grand Region pilot painted rumble strip project.

Benefit: The project will evaluate the safety benefits of combining two standard practices with minimal cost. Motorists will be able to see the edge line in the rain, making it safer for the motoring public.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Possible noise and possible joint deterioration. This will be evaluated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research project.

39. HIGHWAYS - IDS Engineering Services

Contract (2003-0313) between MDOT and Gove Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

40. HIGHWAYS - IDS Engineering Services

Contract (2003-0314) between MDOT and U.P. Engineers and Architects, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

41. HIGHWAYS – Crash Process Redesign (CPR)

Contract (2003-0316) between MDOT and Michigan State Police will provide funding continued system development of the Crash Process Redesign (CPR) project. This contract provides for a grant award through the Michigan State Police Office of Highway Safety Planning to MDOT. The funds for this grant will be administered by MDOT to support the CPR project. The amount of the grant is \$629,000. The contract term is in effect for two years from the date of award. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The Crash Process Redesign (CPR) project is a cross-agency IT initiative by the Michigan departments of State, Transportation, Information Technology, and State Police. The project's objective is to improve the accuracy and timeliness of crash data collection and to enable government agencies to make timely decisions to improve traffic safety. The project funding is being administered within MDOT through the direction of steering committees at MDOT and the Traffic Records Coordinating Committee (TRCC). The TRCC is made up of statewide traffic safety representatives and is chartered by the Governor's Traffic Safety Advisory Committee (GTSAC). This grant is one of the funding sources for the project and will provide funding through the Phase 1 of the CPR, scheduled to be completed in December of 2003.

Benefit: An improved crash system will allow traffic safety professionals to make more timely and accurate decisions, resulting in the better use of State and Federal safety funds. Benefits of the project have been developed and are quantified in project MDOT Executive Review document.

Funding Source: 100% Federal Highway Administration Funds (Office of Highway Safety Planning grant through the National Highway Traffic Safety Administration).

Commitment Level: This does not apply at this time. The commitment level will be designated when the actual work is committed to a vendor.

Risk Assessment: A risk assessment plan is in place for the entire CPR project, which includes this contract. This work is critical in order to proceed with CPR.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The CPR project has been under development since June of 2002 and continues to be supported by Federal funds. This contract will allow use of federal funding to support the project.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5144) between MDOT and the City of Allegan will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized path work connecting Eastern Avenue to 29th Street and paralleling Highway M-222 and 114th Avenue, including an aggregate trail base, machine grading, topsoil restoration, plantings, trailhead gate and sign, fencing, benches, trash receptacles, and trail sign work.

Estimated Funds:

Federal Highway Administration Funds	\$50,000.00
City of Allegan Funds	<u>\$24,626.87</u>
Total Funds	<u>\$74,626.87</u>

STE 03446 – 72123; Allegan County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Allegan Funds.

Commitment Level: 67% Federal up to \$50,000 and the balance by City of Allegan; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5187) between MDOT and Presque Isle County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Paving work for shoulders to be used as a non-motorized facility along East Grand Lake Road from Grand Lake Boulevard to Whiskey Point Road.

Estimated Funds:

Federal Highway Administration Funds	\$131,029.00
Presque Isle County Road Commission Funds	<u>\$ 87,352.67</u>
Total Funds	<u>\$218,381.67</u>

STE 71012 - 73849
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Presque Isle County Road Commission Funds.

Commitment level: 60% Federal up to \$131,029 and the balance by Presque Isle County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

44. *MULTI MODAL (Aeronautics) - Termination of Rental Agreement

Amendatory Contract (99-0547/A1) between MDOT and the Michigan Department of Military and Veterans Affairs (DMVA) will amend the expiration date of the contract from May 1, 2024, to May 31, 2003, to provide for the termination of the rental agreement. A joint use agreement is currently in place between MDOT and DMVA that provides for military and civilian aviation operations and activities on the Grayling Army Airfield in Grayling, Michigan. In order to separate civilian and military aircraft activities, the Department of Military and Veterans Affairs has leased a portion of the airfield to MDOT for civilian activities. Since DMVA will handle all activities at the airfield, the rental agreement is no longer needed. The revised contract term will be June 16, 1999, through May 31, 2003. The total contract amount remains unchanged at \$1.00 per year. Source of Funds: State Restricted Aeronautics Funds - \$1.00.

Purpose/Business Case: The purpose of the rental agreement is to lease a portion of the Grayling Army Airfield to MDOT for civilian activities. This would allow for proper separation of civilian activities (which would be handled by MDOT) and military operations (handled by DMVA).

Benefit: The benefit to MDOT would be to allow for the closeout of the contract and associated record keeping.

Funding Source: State Restricted Aeronautics Funds- \$1.00. All other costs were the responsibility of the Michigan Department of Military and Veterans Affairs.

Commitment Level: The original contract has a fixed cost. There will be no cost since the contract is being terminated.

Risk Assessment: There is no risk. The contract is no longer needed.

Cost Reduction: The termination of the contract will reduce the cost to MDOT by \$1.00 per year.

New Project Identification: This is not a new project.

45. MULTI MODAL (Aeronautics) - Runway Rehabilitation and Extension

Contract (2003-0106) between MDOT and the Presque Isle County Board of Commissioners will provide Federal and State grant funds for the rehabilitation and extension of runway 9/27, construction of a taxiway and apron, provision of runway and taxiway lighting, and relocation of the park drive at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$1,050,800; State Restricted Aeronautics Funds - \$58,400; Presque Isle County Funds - \$58,400; Contract Total - \$1,167,600.

Purpose/Business Case: The project includes the rehabilitation and extension of runway 9/27, the construction of an apron and connecting taxiway, runway and taxiway lighting, and the relocation of a road. All these improvements are to bring the existing airport up to current Federal and State standards for an airport of its classification.

Benefit: The existing runway pavement has exceeded its useful life and needs to be rehabilitated. The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs. With the increase in traffic, the present apron is not sufficient, and a new larger apron is being constructed, as well as a new connecting taxiway. The rehabilitated and lengthened runway and new taxiway need new lighting for full utility. The community will benefit from the additional runway length in that larger business aircraft that would like to land at Rogers City but now must land at Pellston or Alpena will be able to land at Rogers City.

Funding Source: FAA Funds - \$1,050,800; State Restricted Aeronautics Funds - \$58,400; Presque Isle County Funds - \$58,400; Contract Total - \$1,167,600.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through the department and reviewed by department personnel for cost reductions.

New Project Identification: The project has both new construction and rehabilitation components to it.

46. MULTI MODAL (Aeronautics) - Construction and Design Engineering

Contract (2003-0292) between MDOT and the Capital Region Airport Authority (CRAA) will provide Federal and State grant funds for security access control, construction of an interior access road, and a master plan update at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$2,445,376; State Restricted Aeronautics Funds - \$77,812; CRAA Funds - \$1,862,812; Contract Total - \$4,386,000.

Purpose/Business Case: The security access control is a system that monitors and controls entry into the airport's secured operations area. All gates and doors are electronically controlled from a central security office. The interior access road will complete the perimeter road for the airport in its northwest sector. This is a high priority safety item for the FAA to reduce inadvertent crossing of the active runway (incursions) by airport personnel.

Benefit: Since 9/11 airport security has changed tremendously, and the Capital City Airport Authority is updating the security system to meet current FAA requirements and create a secure environment for the traveling public. The access road will help minimize crossing of the active runway by allowing airport personnel a route to the west side of the airport from the maintenance and fire/rescue facility on the north side of the airport. The main benefit is the reduction of accidents and near misses.

Source of Funds: Source of Funds: FAA Funds - \$2,445,376; State Restricted Aeronautics Funds - \$77,812; Capital Region Airport Authority Funds - \$1,862,812; Contract Total - \$4,386,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed with the project without Federal or State funding. Deletion or delay of the purchase of the control system or the road would probably prompt a citation by the Federal compliance inspector and possibly put the airport into non-compliance status, which would stop further Federal grants until satisfied, and possibly incur a fine.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above state and federal eligible items.

New Project Identification: The access road will be new construction and a new control system will replace old equipment.

47. MULTI MODAL (Aeronautics) - Design Engineering

Contract (2003-0293) between MDOT and the City of Allegan will provide Federal and State grant funds for design of the rehabilitation of a t-hangar apron and access roadway and construction of a new t-hangar apron at Padgham Field in Allegan, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$10,350; State Restricted Aeronautics Funds - \$575; City of Allegan Funds - \$575; Contract Total - \$11,500.

Purpose/Business Case: The project includes the design of the t-hangar apron and access road rehabilitation and construction of a new t-hangar apron.

Benefit: The benefit derived from the project is the increased useful life of apron and access road pavements and the availability of additional apron to serve additional airport users.

Funding Source: FAA Funds - \$10,350; State Restricted Aeronautics Funds - \$575; City of Allegan Funds - \$575; Contract Total - \$11,500.

Commitment Level: The contract has a fixed cost for the design work, and the construction costs will be determined by low bid.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings. The apron construction will be bid through the department and reviewed by departmental personnel for cost savings.

New Project Identification: The new apron is new construction, while the remainder of the project provides for design of rehabilitation of existing pavements (60%).

48. MULTI MODAL (Aeronautics) - Purchase of Equipment

Contract (2003-0294) between MDOT and the Otsego County Board of Commissioners will provide Federal and State grant funds for the purchase of snow removal equipment with blower and sander at the Otsego County Airport in Gaylord, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$150,000; State Restricted Aeronautics Funds - \$8,333; Otsego County Funds - \$8,334; Contract Total - \$166,667.

Purpose/Business Case: The project includes the purchase of snow removal equipment, including a snow blower and sand spreader.

Benefit: The benefit derived from the project is the increased capacity of the airport to remove snow from the airport pavements. This will enhance the operational capacity of the airport as well as improve safety during the winter.

Funding Source: FAA Funds - \$150,000; State Restricted Aeronautics Funds - \$8,333; Otsego County Funds - \$8,334; Contract Total - \$166,667.

Commitment Level: The contract has a fixed cost for the purchase of the equipment.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The purchase price will be determined by local bid and will be reviewed by departmental personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new equipment purchase.

49. MULTI MODAL (Aeronautics) - Land Acquisition

Contract (2003-0295) between MDOT and the Capital Region Airport Authority will provide Federal grant funds for land acquisition costs for Parcel 7, including relocation, demolition, environmental site assessment (Phase I), and appraisal and closing fees at the Mason Jewett Field in Mason, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$356,400; CRAA Funds - \$39,600; Contract Total - \$396,000.

Purpose/Business Case: The project includes the acquisition of land for new airport facilities such as hangars, taxi streets, and aprons.

Benefit: The benefit derived from the project is the additional room for needed airport expansion.

Funding Source: FAA Funds - \$356,400; Capital Region Airport Authority Funds - \$39,600; Contract Total - \$396,000.

Commitment Level: Land acquisition contracts are based on appraised values. Purchasing the land does not obligate the State for further funding for the airport improvements.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal participation.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.

New Project Identification: This is a new project that will support a runway extension.

50. MULTI MODAL (Aeronautics) - Taxistreet and Apron Expansion

Contract (2003-0297) between MDOT and the Roscommon County Board of Commissioners will provide Federal and State grant funds for construction of a taxistreet and apron expansion at the Roscommon County Airport in Houghton Lake, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$162,000; State Restricted Aeronautics Funds - \$9,000; Roscommon County Funds - \$9,000; Contract Total - \$180,000.

Purpose/Business Case: The project includes the construction of a taxistreet to a T-hangar area and the expansion of an aircraft apron. The addition of a taxistreet will allow additional hangars to be built and the expanded apron will be used by an increasing number of transient aircraft.

Benefit: The additional taxistreet will allow additional hangars to be built to house aircraft currently on a waiting list. The additional hangars will produce additional revenues for the operation of the airport. The current aircraft apron is currently inadequate for the number of transient aircraft that use the airport. The expansion will allow these aircraft to have a stable area to park on.

Funding Source: FAA Funds - \$162,000; State Restricted Aeronautics Funds - \$9,000; Roscommon County Funds - \$9,000; Contract Total - \$180,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed, as planned as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through the department and reviewed by department personnel for cost reductions.

New Project Identification: This is a new project.

51. MULTI MODAL (Aeronautics) - Construction for Rehabilitation and Widening of Runway

Contract (2003-0298) between MDOT and the City of White Cloud will provide Federal and State grant funds for the construction of the rehabilitation and widening of Runway 18/36, medium intensity runway lights, apron, and connector and segmented circle at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$326,200; State Restricted Aeronautics Funds - \$18,122; City of White Cloud Funds - \$18,122; Contract Total - \$362,444.

Purpose/Business Case: The project includes the rehabilitation and widening of the runway, as well as construction of medium intensity runway lighting, paving of the aircraft apron and connecting taxiway, and construction of a segmented circle. The pavement of the runway is beyond its useful life and needs to be rehabilitated. While the rehabilitation of the pavement is being constructed, the runway will be widened to meet the width recommended for a runway of this length. Runway lights are being constructed to increase the reliability of the lighting system currently in place.

Benefit: The rehabilitation of the runway is necessary for the runway to remain useable, while the widening will increase the margin of safety by bringing the width up to the recommended standard. Improving the runway lights will also increase the margin of safety and reduce maintenance costs and reliability. Paving of the apron and a connecting taxiway decreases the chance of aircraft damage once the aircraft leaves the runway. The construction of the segmented circle allows pilots to safely evaluate the crosswind component in their calculations for landing their aircraft.

Funding Source: FAA Funds - \$326,200; State Restricted Aeronautics Funds - \$18,122; Roscommon County Funds - \$18,122; Contract Total - \$362,444.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed, as planned as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through the department and reviewed by department personnel for cost reductions.

New Project Identification: This contract is for rehabilitation work.

52. MULTI MODAL (Aeronautics) - Construction Services

Contract (2003-0299) between MDOT and the Village of Lakeview will provide Federal and State grant funds for the construction of a partial parallel taxiway and taxiway and obstruction clearing at the Lakeview-Griffith Field in Lakeview, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$253,800; State Restricted Aeronautics Funds - \$14,100; Village of Lakeview Funds - \$14,100; Contract Total - \$282,000.

Purpose/Business Case: The project includes the construction of a partial parallel taxiway and a taxiway and the clearing of obstructions.

Benefit: The partial parallel taxiway will allow aircraft to taxi to the aircraft apron without having to back taxi on the runway improving the safety and efficiency of the airport. The construction of the taxiway will enable the construction of additional hangars at the airport. The airport needs to remove objects that have been determined to be obstructions by the Federal Aviation Administration.

Funding Source: FAA Funds - \$253,800; State Restricted Aeronautics Funds - \$14,100; Village of Lakeview Funds - \$14,100; Contract Total - \$282,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed, as planned as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through the department and reviewed by department personnel for cost reductions.

New Project Identification: This is a new project.

53. MULTI MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2003-0300) between MDOT and the Ionia County Board of Commissioners will provide Federal and State grant funds for an airport layout plan (ALP) update at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$14,220; State Restricted Aeronautics Funds - \$790; Ionia County Funds - \$790; Contract Total - \$15,800.

Purpose/Business Case: The project is the update to the airport layout plan (ALP) needed to assess future growth at the airport and to plan for any changes to FAA airport design criteria.

Benefit: The update to the ALP will allow for the proper planning of any improvements to the airport in accordance with current FAA design requirements. It will also identify any existing facilities that do not meet the current requirements.

Funding Source: FAA Funds - \$14,220; State Restricted Aeronautics Funds - \$790; Ionia County Funds - \$790; Contract Total - \$15,800.

Commitment Level: The contract has a fixed cost for the planning contract.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The consultant contract will be reviewed by department engineers for appropriateness of cost and scope of the planning.

New Project Identification: This is a new project that is required by the FAA to be conducted to make future projects eligible for Federal funds.

54. MULTI MODAL (Aeronautics) - Construction Services

Contract (2003-0301) between MDOT and Marlette Township will provide Federal and State grant funds for the construction of the rehabilitation of apron tie-downs, runway crack repair, and taxistreet at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$114,300; State Restricted Aeronautics Funds - \$6,350; Marlette Township Funds - \$6,350; Contract Total - \$127,000.

Purpose/Business Case: The project includes the rehabilitation of aircraft tie-downs, runway crack repairs, and construction of a taxistreet.

Benefit: The additional taxistreet will allow additional hangars to be built to house aircraft currently on a waiting list. The additional hangars will produce additional revenues for the operation of the airport. The rehabilitation of the aircraft tie-downs will provide for the safe, long term parking of aircraft and the crack repairs will extend the life of the runway pavement.

Funding Source: FAA Funds - \$114,300; State Restricted Aeronautics Funds - \$6,350; Marlette Township Funds - \$6,350; Contract Total - \$127,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed, as planned as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through the department and reviewed by department personnel for cost reductions.

New Project Identification: The construction of the taxistreet is a new project, while the rehabilitation of the aircraft tie-downs and the crack repairs is maintenance of existing facilities (55% new).

55. MULTI MODAL (Aeronautics) - Relocation of Runway

Contract (2003-0302) between MDOT and Mayfield Township will provide Federal and State grant funds for the construction of the relocation of Runway 18/36 at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$1,197,000; State Restricted Aeronautics Funds - \$66,500; Mayfield Township Funds - \$66,500; Contract Total - \$1,330,000.

Purpose/Business Case: The project includes the construction of a relocated runway to accommodate a small extension and to meet separation standards for parallel taxiways and runway safety areas.

Benefit: The benefit derived from the project is the construction of a runway better able to meet the needs of airport users and to bring the airport into current FAA design standards. The existing runway pavement has exceeded its useful life and needed to be rebuilt. The total reconstruction will occur close to and with the same orientation as the current runway.

Funding Source: FAA Funds - \$1,197,000; State Restricted Aeronautics Funds - \$66,500; Mayfield Township Funds - \$66,500; Contract Total - \$1,330,000.

Commitment Level: The construction costs will be determined by low bid.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The construction will be bid through the department and reviewed by departmental personnel for cost savings.

New Project Identification: While the construction will be for a new runway, it will be used to replace a substandard existing runway.

56. MULTI MODAL (Aeronautics) - Design Engineering

Contract (2003-0304) between MDOT and the City of Grand Haven will provide Federal and State grant funds for the design of the parallel taxiway rehabilitation at the Grand Haven Memorial Airport in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$18,450; State Restricted Aeronautics Funds - \$1,025; City of Grand Haven Funds - \$1,025; Contract Total - \$20,500.

Purpose/Business Case: The project includes the design of the rehabilitation of the parallel taxiway for the primary runway of the airport. The present taxiway pavement at the airport has exceeded its useful life and must be rehabilitated.

Benefit: The rehabilitation of the parallel taxiway will retain the efficiencies of the airport at their present levels.

Funding Source: FAA Funds - \$18,450; State Restricted Aeronautics Funds - \$1,025; City of Grand Haven Funds - \$1,025; Contract Total - \$20,500.

Commitment Level: The contract has a fixed cost for the design work.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

57. MULTI MODAL (Aeronautics) - Design of Runway

Contract (2003-0305) between MDOT and the Village of Sparta will provide Federal and State grant funds for runway design at the Sparta Airport in Sparta, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$150,000; State Restricted Aeronautics Funds - \$8,333; Village of Sparta Funds - \$8,334; Contract Total - \$166,667.

Purpose/Business Case: The project includes the design of the relocation, rehabilitation, and extension of the primary runway for the airport. The present runway pavement at the airport has exceeded its useful life and must be rehabilitated. The current length of the runway is inadequate for the aircraft that wish to use the airport but additional runway length can not easily be accommodated on the present runway orientation. The project will change the orientation of the runway to allow for a longer runway while minimizing environmental impacts.

Benefit: The longer runway will allow aircraft currently using the airport a larger margin of safety while also encouraging other aircraft to use the airport increasing the value of the airport to the community. As the current runway needs to be rehabilitated, including the relocation and extension of the runway at this time makes more efficient use of public funds.

Funding Source: FAA Funds - \$150,000; State Restricted Aeronautics Funds - \$8,333; Village of Sparta Funds - \$8,334; Contract Total - \$166,667.

Commitment Level: The contract has a fixed cost for the design work.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.

New Project Identification: The runway extension is considered new work, although the rehabilitation of the existing pavement is the greater part of the project (32% new).

58. MULTI MODAL (Aeronautics) - Environmental Assessment

Contract (2003-0306) between MDOT and the Township of Bois Blanc will provide State grant funds for an environmental assessment at the Bois Blanc Island Airport in Point Aux Pins, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$58,500; Township of Bois Blanc Funds - \$6,500; Contract Total - \$65,000.

Purpose/Business Case: The project includes the environmental assessment for the construction of a 3,500 feet paved runway.

Benefit: The benefit derived from the project is dependable travel to and from Bois Blanc Island regardless of season. The Michigan Aeronautics Commission has a stated goal to provide all Michigan islands with year round populations a reliable air transport option. Currently Bois Blanc Island, which has a permanent population, is served by a small grass strip airport that lacks year round reliability. The proposed project would provide the island with an all weather surfaced runway of sufficient length to provide for emergency medical evacuation and supply.

Funding Source: State Restricted Aeronautics Funds - \$58,500; Township of Bois Blanc Funds - \$6,500; Contract Total - \$65,000.

Commitment Level: The environmental assessment cost is based on a fixed contract and does not commit the State to the construction of the airport improvement.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without State participation.

Cost Reduction: The environmental assessment contract costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

59. MULTI MODAL (Aeronautics) - Design Engineering

Contract (2003-0307) between MDOT and the City of Charlevoix will provide State grant funds for the design of a parking lot at the Charlevoix Municipal Airport in Charlevoix, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$47,700; City of Charlevoix Funds - \$5,300; Contract Total - \$53,000.

Purpose/Business Case: The project includes the design of a vehicle parking area. The parking area will produce revenue for the airport and is, therefore, not eligible for Federal funding.

Benefit: The benefit derived from the project is that the passengers using the Charlevoix Municipal Airport to fly to Beaver Island will have a paved parking area to leave their vehicles. As the users will have to pay for the parking, the airport will receive funds that can be used to match Federal and State funds for airport capital improvements, which will lead to additional user benefits.

Funding Source: State Restricted Aeronautics Funds - \$47,700; City of Charlevoix Funds - \$5,300; Contract Total - \$53,000.

Commitment Level: The contract has a fixed cost for the design.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without State participation.

Cost Reduction: The design costs will be reviewed by departmental personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project, although it is tied to the completed terminal construction.

60. MULTI MODAL (Aeronautics) - Construction of Parking Area

Contract (2003-0308) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide State grant funds for the construction of an automobile parking area at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$2,000,000; NRAC Funds - \$222,222; Contract Total - \$2,222,222.

Purpose/Business Case: The project includes the construction of a new vehicle parking area to support the new airport terminal. The parking area will generate revenue for the airport and is, therefore, is not eligible for Federal funding.

Benefit: The benefit derived from the project is that the passengers using the Cherry Capital Airport to enter the nation's air service system will have a parking area located near the new terminal. As the users will have to pay for the parking, the airport will receive funds that can be used to match Federal and State funds for airport capital improvements, which will lead to additional user benefits.

Funding Source: State Restricted Aeronautics Funds - \$2,000,000; Northwestern Regional Airport Commission Funds - \$222,222; Contract Total - \$2,222,222.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed, as planned as the local government may not be able to afford the cost at this time without State participation. The delay in building the parking area would delay the opening of the new terminal, which has already been funded for over \$20,000,000.

Cost Reduction: The construction will be bid through the department and reviewed by department personnel for cost reductions.

New Project Identification: This is a new project that is associated with a current project, the construction of a new terminal building.

61. **MULTI MODAL (Aeronautics) - Design Engineering and Construction, Purchase Equipment**
Contract (2003-0309) between MDOT and the MBS International Airport Commission will provide Federal and State grant funds for the design and construction of a sand storage building, land acquisition, and the purchase of snow removal equipment with two blowers at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$1,100,700; State Restricted Aeronautics Funds - \$51,700; MBS International Airport Commission Funds - \$70,600; Contract Total - \$1,223,000.

Purpose/Business Case: MBS International Airport in Saginaw serves approximately 240,000 passengers and 60,000 aircraft operations per year. FAA regulations call for maximum snow clearance for critical pavements requiring equipment performance at a specified level. Service life for this type of equipment is approximately ten years, beyond which replacement equipment is eligible. The sand storage building allows for heating of the sand to prevent it from freezing into an unusable condition. The land acquisition is for runway approach protection to control the heights of objects. Runway 5/23 is an ILS runway with a fifty to one approach. The airport purchased a life lease on the property several year ago, and the property owner has recently passed away, making the property available.

Benefit: The snow removal equipment and sand storage building will maintain the level of safety required by the FAA and assumed by the traveling public. The land acquisition will maintain the Federal runway approach criteria and prevent future development in the area.

Funding Source: FAA Funds - \$1,100,700; State Restricted Aeronautics Funds - \$51,700; MBS International Airport Commission Funds - \$70,600; Contract Total - \$1,223,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded the land will not be purchased, since the local agency could not afford to fund the project without Federal assistance. Deletion or delay of the purchase of the equipment or building would probably prompt a citation by the Federal compliance inspector and possibly put the airport into non-compliance status, which would stop further Federal grants until satisfied. Also, downtime from equipment failures could result in the delay of reopening the airport after a snowfall, causing cancelled flights and revenue loss to the airlines.

Cost Reduction: All costs for the purchase of land will be in compliance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs. The equipment and storage building will be procured through Federal procurement guidelines and awarded to the lowest bidder. Replacement of the equipment is recommended when annual maintenance costs exceed the purchase cost spread over ten years.

New Project Identification: The land acquisition is a new purchase of adjacent property. The sand storage building will be a new construction, while the new equipment will replace the old equipment.

62. MULTI MODAL (Aeronautics) - Purchase of Equipment

Contract (2003-0311) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide Federal and State grant funds for the purchase of snow removal equipment with loader, blower, grader, pickup, and chute at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$999,900; State Restricted Aeronautics Funds - \$55,550; EDCCC Funds - \$55,550; Contract Total - \$1,111,000.

Purpose/Business Case: FAA regulations call for maximum snow clearance for critical pavements, requiring equipment performance at a specified level. Service life for this type of equipment is approximately ten years, beyond which replacement equipment is eligible.

Benefit: The existing snow blower, loader, and grader get heavy use and are more than ten years old. The benefits will be to have lower annual maintenance costs and less down time trying to locate parts.

Funding Source: FAA Funds - \$999,900; State Restricted Aeronautics Funds - \$55,550; EDCCC Funds - \$55,550; Contract Total - \$1,111,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed with the project without Federal or State funding. Deletion or delay of the purchase of the equipment would probably prompt a citation by the Federal compliance inspector and possibly put the airport into non-compliance status, which would stop further Federal grants until satisfied. Also, downtime from equipment failures result in the delay of reopening the airport after a snowfall causing cancelled flights and revenue loss to the airlines.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items. Replacement of the equipment is recommended when annual maintenance costs exceed the purchase cost spread over ten years.

New Project Identification: The blower, loader, and grader equipment will replace the old equipment. The pickup and chute will be new.

63. *MULTI-MODAL (UPTRAN) - Increase Amount & Extend Term

Amendatory Contract (2000-0793/A3) between MDOT and Indian Trails, Inc., will extend the contract term by 22 months and will provide additional State funding of \$804,238 for the contract. Source of Funds: State Restricted Comprehensive Transportation Funds - \$2,125,587. The revised contract term will be December 1, 2000, through September 30, 2005. The revised total contract amount will be \$2,125,587. Source of Funds: State Restricted Comprehensive Transportation Funds - \$2,125,587.

Purpose/Business Case: Provides State funding for intercity bus service from Grand Rapids to St. Ignace and from Bay City to St. Ignace.

Benefit: Provides a basic framework of intercity bus service in the northern lower peninsula.

Funding Source: State Restricted Comprehensive Transportation Funds - \$2,125,587.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that intercity bus service for these two routes would be discontinued.

Cost Reduction: Service was bid out and the contract was awarded to the lowest bidder.

New Project Identification: Not a new construction project.

64. TRANSPORTATION PLANNING – IDS University Services

Retroactive Authorization (ZM13) under Master Agreement (96-5434) between MDOT and Michigan Technological University will provide for the 2003 RoadSoft workplan. The RoadSoft workplan consists of maintenance and some new development of infrastructure inventory and management software for counties, municipalities, and Municipal/Regional Planning Organizations. This authorization will be in effect from January 1, 2003, through December 31, 2003. The authorization amount will be \$576,683. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This authorization is retroactive because costs were incurred prior to the award date of the authorization due to delays incurred in the development of a new contract format that would cover all projects between universities and MDOT. MTU has incurred over \$180,000 in costs for the development of the software since January 1, 2003, and cannot continue to advance additional funds. The project was shut down by the University as of Friday, May 2, 2003.

Purpose/Business Case: Federal regulations require MDOT to ensure that projects on the Federal-aid system are being properly maintained regardless of whom legally owns the road (23 CFR 1, Sec. 1.27). Federal regulations also strongly encourage the development of management systems for local needs (23 CFR 500). Federal law recognizes that management systems are crucial to properly maintaining highways and bridges (23 CFR 500, Sec. 106). RoadSoft is a pavement management system that assists local road agencies in the proper maintenance of their roads. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining our fiduciary responsibility under 23 CFR 1, Sec. 27. MDOT's participation in this project is also crucial to its partnership with local road agencies in the development of a statewide asset management process, as required by Public Act 499 of 2002. In a recent survey conducted by the Transportation Asset Management Council, over 70% of the cities and counties using pavement management systems are using RoadSoft. It is critical to continue the development of RoadSoft for the overall maintenance of the Federal-aid system in Michigan.

Benefit: The benefit to MDOT is that we are fulfilling our fiduciary responsibility under Federal law for the maintenance of the Federal-aid system. It is also a critical element in our on-going partnership with local road agencies to institute asset management on a statewide basis. The benefit to the State and to the motoring public is that roads are being managed using a tool that allows for better decision-making. A pavement management system allows an engineer the ability to determine the best fix to apply to a road to ensure the maximum useful life of that road.

Funding Source: The sources of funds for the RoadSoft development are 80% Federal planning and research funds (particularly surface transportation program funds) with MDOT providing the 20% match from the State Transportation Fund. 23 U.S. Code, Sec. 420.103 specifically provides funds for the development of management systems. There are no funds in this project from Build Michigan III.

Commitment Level: The authorization cost is for a fixed amount not to exceed \$576,683.

Risk Assessment: If the authorization is not awarded, the on-going development will cease and the enhanced functionality will not be added to the software. This will cause some problems for local road agencies. They will not have certain functionality that they have requested be built into the system. Furthermore, the functionality that allows for an agency to predict future pavement condition given a specific level of funding has just recently been developed and if the project does not continue, the full value of this aspect of the software will not be realized. The ability to predict condition levels based on various funding levels is the piece of functionality that makes asset management what it is.

Cost Reduction: There has not been an attempt to lower the cost. The costs submitted for 2003 are only 5.9% greater than the amount that was authorized in 2000. The project has kept cost increases under control, and the increase for 2003 is reasonable.

New Project Identification: This is not a new project.

65. *TRANSPORTATION PLANNING - Model Noise Ordinance Guidebook
Contract (2003-0182) between MDOT and Planning & Zoning Center, Inc., will provide for development of a model noise ordinance guidebook to alleviate traffic noise impacts in local communities. This guidebook is a planning tool to assist in the development of properties that abut a freeway or major arterial. The contract will be in effect from the date of award through May 31, 2004. The total contract amount will be \$67,933.02. Source of Funds: 80% Federal Highway Administration Funds (\$54,346.42) and 20% State Restricted Trunkline Funds (\$13,586.60).
- Purpose/Business Case:** The Michigan State Transportation Commission on July 19, 2002, adopted a policy regarding Type II highway noise abatement or voluntary abatement. This form of abatement is not Federally mandated, but is recognized by the Federal Highway Administration as a cost eligible action for proposed freeway or highway rehabilitation projects. The Michigan State Transportation Commission's policy supports approaches to alleviate traffic noise impacts for Type II situations. The Michigan Department of Transportation would like to be proactive in its response to the Michigan State Transportation Commission's noise policy and develop a model noise ordinance guidebook. The guidebook would be offered to local units of government as a land planning tool to develop compatible land development controls for properties that abut a freeway or major arterial within their communities.
- Benefit:** MDOT will gain a positive and proactive position with local government agencies as they develop land use plans for areas near MDOT freeways and major arterials. Provide guidance for developers, thus reducing highway noise impacts to sensitive receptors. This in turn will increase the quality of life for communities and help retain property values.
- Funding Source:** Federal Highway Administration State Planning and Research Program Funds (\$54,346.42); Statewide Restricted Trunkline Funds (\$13,586.60).
- Commitment Level:** A one-year contract with a cost plus fixed fee amount of \$67,933.02.
- Risk Assessment:** Public perception MDOT is unresponsive to citizen complaints filed for excess highway noise within a neighborhood.
- Cost Reduction:** The project was advertised, and the best consultant was selected based on qualifications. This is a one-time project.
- New Project Identification:** This is not a new project.
66. *TRANSPORTATION PLANNING – Carpool Parking Lot Property Exchange and Lease
Contract (2003-0230) between MDOT and Robert Grooters Development Company will provide for MDOT to exchange an existing carpool parking lot on M-50 for an adjacent parcel of land owned by Robert Grooters Development Company. MDOT's existing carpool lot requires expansion but is landlocked. Robert Grooters Development Company owns the surrounding property and desires MDOT's property for its M-50 frontage. The contract also provides for MDOT to lease a portion of the adjacent parcel of land from Robert Grooters Development Company for ten years at no cost, to renew the lease for an additional ten years at no cost (at MDOT's option), and to construct a temporary carpool parking lot on a portion of the property owned by Robert Grooters Development Company. When Robert Grooters Development Company decides to develop the remainder of its property in five to ten years, it will construct a related replacement carpool parking lot on its non-frontage property for MDOT's use at no cost to MDOT. When the properties are exchanged, an appraisal of the values of the properties will be made, and the amount of land MDOT receives will be in accordance with the reconciliation of the values of the properties and will be at least two acres. MDOT will receive equal or greater value in land for its land, depending on the values of the properties. The contract will be in effect from the date of award through ten years; it may be renewed for an additional ten years. This is a zero dollar contract.

Purpose/Business Case: The purpose of this contract is to obtain a 150 space capacity carpool parking lot in exchange for a 48 space carpool lot.

Detail: An existing carpool parking lot with frontage on M-50 requires expansion; however, MDOT does not have any room to expand at that location or anywhere in the vicinity. Grooters owns the surrounding property and desires MDOT's frontage. This contract allows MDOT to construct a temporary addition to the existing carpool lot on property owned by Grooters. When Grooters decides to develop the remainder of its property (in five to ten years), it will construct a new (relocated) carpool lot on its property at its cost in exchange for MDOT's frontage parcel. This is to be an equal-value trade of approximately one acre of frontage property for approximately two (2) acres of non-frontage property and a new 150 space carpool lot (with Alden Nash/M-50 access). No funds are to exchange hands.

Benefit: Ridesharing commuters (carpoolers & vanpoolers) are provided with a parking facility with sufficient capacity (parking spaces). The future lot will meet demand.

Funding Source: No money is being exchanged. This is to be an equal trade. The temporary lot expansion will be funded by MDOT's carpool parking lot program; the future relocated lot will be completely paid for by Grooters.

Commitment Level: The actual amount of property that MDOT will be deeded depends on the future value of both MDOT's parcel and Grooters' parcel when Grooters decides to develop its land. The value of MDOT's frontage property at that (future) time will be appraised and the parcel for the replacement lot will be sized such that the value will equal that of the MDOT parcel, but at a minimum will be sufficient to house the permanently-relocated 150-space carpool parking lot.

Risk Assessment: This project improves the safety of the traveling public and reduces congestion. The risk of doing nothing is an increasing number of accidents. Every day for over ten years, this carpool lot becomes full and experiences overflow, forcing carpoolers to park on the shoulder of the road, in the driveway, or in locations that block vehicles that are parked in legitimate parking spaces. The contract is being developed to protect the investment MDOT is making to the temporary expansion. MDOT will have a 10-year lease, with an option to renew for another 10 years, which covers the expected life of the initial investment in the event that the developer does not move forward with plans to develop the property and permanently relocate the parking lot. The contract also ensures that the relocated lot constructed by the developer meets all MDOT standards prior to MDOT's acceptance.

Cost Reduction: N/A.

New Project Identification: This is an expansion of an existing lot.

67. *TRANSPORTATION PLANNING - I-69 Heritage Route Pre-designation Study

Contract (2003-0285) between MDOT and SmithGroup JJR, Inc., will provide services such as educating the community and holding meetings for major stakeholders necessary to nominate the I-69 corridor in Branch and Calhoun Counties for the Scenic Heritage Route designation. The contract will be in effect from the date of award through one year. The contract amount will be \$65,223. Source of Funds: Federal Highway Administration Funds - \$52,178.40; State Restricted Trunkline Funds - \$13,044.60.

Purpose/Business Case: The purpose of this contract is to assist the residents of the Branch and Calhoun counties in securing Heritage route designation for the I-69 corridor. Heritage Routes were created by legislation in 1993. The program emphasizes cooperation among local residents, their government officials, landowners, and interested groups to preserve unique scenic, historic, or recreational highways. The Heritage Route Program is a grass roots program requiring involvement by local residents to ensure that their highway and its roadsides remain in their natural and unspoiled conditions. Michigan's residents have opportunities as individuals, groups, or entire communities to become involved in this important effort to preserve Michigan's roadsides with scenic, historic, and/or recreational qualities.

Benefit: Identify, preserve, and enhance Michigan's Scenic, Historic, and Recreational resources. Promote a greater awareness of and appreciation for those resources. Provide an opportunity for growth management within a corridor by encouraging appropriate development. Provide an opportunity to manage the traveler/tourist impact on resources.

Economic Benefits: Attract visitors, who bring additional revenues, enhancing economic activity in the region. Attract new businesses. Enhance existing jobs and create new jobs.

Community Benefits: Provide a vision for the future, uniting those who share that vision. Enhance the local, regional, and State image on a national level. Identify, promote, and preserve community uniqueness enhancing community appeal. Enhance the quality of life in the community.

Education Benefits: Provide an education for future generations by example. Opportunity to share ideas, information, research, and lessons. Provide an effective hands-on teaching tool. Establish an education network.

Funding Source: The funding for this project is enhancement grant ENH200300112. Enhancement grant funds are to be used on projects of this type. The funds must be spent by November 2004. This is not part of BuildMichigan III.

Commitment Level: The contract cost cannot exceed the amount of the enhancement grant award.

Risk Assessment: MDOT will lose the funding if this project is not awarded.

Cost Reduction: The contract was negotiated with the consultant on July 23, 2002, and we reached a lower cost. Based on the original scope, the consultant estimated its price at \$149,111. After negotiations, we modified the scope, resulting in a new cost estimate of \$65,223. We will be getting the same final product, but without all the extras. This is a cost plus fixed fee contract.

New Project Identification: This is an enhancement project.

BID LETTING

STATE PROJECTS

68. LETTING OF MAY 02, 2003
PROPOSAL 0305027
PROJECT ANH 82062-47064, ETC
LOCAL AGRMT. 02-5321
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 15, 2003

ENG. EST.	LOW BID
\$ 10,795,560.81	\$ 10,027,126.66
% OVER/UNDER EST.	
-7.12 %	

3.1 km of road reconstruction, watermain and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.			
E. C. Korneffel Co.			
Lanzo Construction Company	\$ 11,686,450.15	Same	4
Thompson-McCully Company			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 11,118,067.68	Same	3
Angelo Iafrate Construction Company			
Dan's Excavating, Inc	\$ 10,027,126.66	Same	1 **
W.P.M. Inc.			
Sunset Excavating, Inc.			
Posen Construction, Inc.			
ABC Paving Company			
L. D'Agostini & Sons, Inc.			
Six-S, Inc.	\$ 10,718,741.99	Same	2
Todd T. Kneisel Construction Co.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

47064A	
Ameritech	0.21 %
City of Dearborn	13.73 %
Detroit Edison	1.59 %
Federal Highway Administration Funds	69.88 %
State Restricted Trunkline Funds	14.59 %
60369A	
Federal Highway Administration Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

New Project Identification: Rehabilitation

Developing a motorist park including observation deck, stairway to beach and horticultural work on M-25 at White Rock south of Atwater Road in Sherman Township, Huron County.

5 Bidders

New Project Identification: New Construction

70.	LETTING OF MAY 02, 2003 PROPOSAL 0305048 PROJECT ST 13131-74274 LOCAL AGRMT. 03-5165 START DATE - JULY 14, 2003 COMPLETION DATE - JULY 25, 2003	ENG. EST. \$ 137,233.05	LOW BID \$ 135,421.60 % OVER/UNDER EST. -1.32 %
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0.60 mi of cold milling and resurfacing hot mix asphalt pavement on M-96 from the east Kalamazoo County line to Clark Road, in the city of Battle Creek, Bedford Township, Calhoun County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 135,421.60	Same	1 **

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

City of Battle Creek	2.19 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	15.96 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

71.	LETTING OF MAY 02, 2003 PROPOSAL 0305049 PROJECT STH 23041-60626 LOCAL AGRMT. START DATE - JUNE 10, 2003 COMPLETION DATE - AUGUST 16, 2003	ENG. EST. \$ 776,620.10	LOW BID \$ 829,546.79 % OVER/UNDER EST. 6.82 %
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0.65 mi of hot mix asphalt resurfacing and widening for center turn lane and culvert extensions on M-43 at Jenne Street heading west in the city of Grand Ledge in Oneida Township, Eaton County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.			
Kamminga & Roodvoets, Inc.	\$ 829,546.79	Same	1 **
Kelcris Corporation			
Fisher Contracting Company			
C & D Hughes, Inc.	\$ 899,372.69	Same	3
E.T. MacKenzie Company	\$ 849,570.33	Same	2
Tom's Advanced Paving Company			
Davis Construction, Inc.			
Cadwell Brothers Construction	\$ 912,817.83	Same	4
Aggregate Industries-Central Region			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: 59.6% new (FHWA - \$395,527.90; State - \$98,881.98).

72.	LETTING OF MAY 02, 2003 PROPOSAL 0305051 PROJECT STT 33085-74557 LOCAL AGRMT. START DATE - JULY 08, 2003 COMPLETION DATE - AUGUST 24, 2003	ENG. EST. \$ 340,644.89	LOW BID \$ 302,484.75 % OVER/UNDER EST. -11.20 %
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4.5 mi of microsurfacing, overband crack fill and bump removal on I-96 from M-52 easterly to Wallace Road in Leroy Township, Ingham County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 324,311.35	Same	2
Strawser Incorporated	\$ 339,679.10	Same	3
Terry Construction, Inc.	\$ 302,484.75	Same	1 **

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

73.	LETTING OF MAY 02, 2003 PROPOSAL 0305068 PROJECT STE 82052-56724 LOCAL AGRMT. 03-5183 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 19, 2005	ENG. EST. \$ 193,693.65	LOW BID \$ 162,571.21
		% OVER/UNDER EST.	
		-16.07 %	

Landscape project on US-24 at the interchange of Telegraph Road and Ecorse Road in the city of Taylor, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
De Angelis Landscape, Inc.	\$ 182,146.00	Same	4
Marine City Nursery Company	\$ 167,215.00	Same	2
Tri-Valley Landscaping, Inc.	\$ 181,294.00	Same	3
Landmark Services, Inc.	\$ 162,571.21	Same	1 **
Audia Concrete Construction			
Michigan Turf, Inc.	\$ 195,488.05	Same	n/c

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

Atlas Oil Company	30.00 %
Federal Highway Administration Funds (Enhancement)	70.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction

74.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305071	\$ 761,499.07	\$ 676,609.00
	PROJECT STE 54011-74143		
	LOCAL AGRMT. 03-5100		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2003		-11.15 %

0.423 mi of constructing crosswalks, reconstructing sidewalk, installing decorative pedestrian lighting, median crossover removal, installing an irrigation system and landscaping on US-131 (old) south of South Street to south of Knollview Drive and from north of Perry Street to Cedar Street in the city of Big Rapids, Big Rapids Township, Mecosta County.

BIDDER	AS-READ	AS-CHECKED	
Trans Tech Electric, L.P.			
Intec Co., Inc.	\$ 747,881.16	Same	3
Allstate Electric, Inc.			
J. Ranck Electric, Inc.	\$ 880,482.65	\$ 880,500.05	4
John R. Howell, Inc.	\$ 704,237.36	Same	2
Rauhorn Electric, Inc.			
DVT Electric, Inc	\$ 676,629.00	\$ 676,609.00	1 **
Kent Power, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

Federal Highway Administration Funds	59.91 %
Ferris State University	40.09 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: 90% new (FHWA - \$364,820.80; Ferris State University - \$244,127.30)

75.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305073	\$ 149,248.63	\$ 134,289.35
	PROJECT STE 35032-60627		
	LOCAL AGRMT. 03-5166		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2003		-10.02 %

0.47 mi of sidewalk reconstruction with grading, aggregate base placement, concrete sidewalk placement, approach work and slope restoration on US-23 from Marina Drive to Mill Street along the east side in AuSable Township, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
Eastlund Concrete Construction	\$ 177,298.50	Same	7
A. J. Rehmus & Son, Inc.	\$ 169,021.05	Same	6
Rieth-Riley Construction Co., Inc.	\$ 142,515.95	Same	3
Katterman Trucking, Inc	\$ 134,289.35	Same	1 **
Fisher Contracting Company			
Bourdow Trucking Company	\$ 167,613.35	Same	5
Rohde Brothers Excavating, Inc.			
John Henry Excavating, Inc.	\$ 139,894.00	Same	2
Cordes Excavating, Inc.			
Manigg Enterprises, Inc.			
Hunt Brothers Poured Walls, Inc.	\$ 153,497.00	Same	4
Audia Concrete Construction	\$ 364,618.00	\$ 348,638.00	8
Central Michigan Contracting, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

Federal Highway Administration Funds	65.00 %
State Restricted Trunkline Funds	20.00 %
AuSable Township	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction

78.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305076	\$ 165,725.67	\$ 164,880.72
	PROJECT ST 39082-74411		
	LOCAL AGRMT. 03-5140		% OVER/UNDER EST.
	START DATE - SEPTEMBER 01, 2003		
	COMPLETION DATE - SEPTEMBER 26, 2003		-0.51 %

0.655 mi of hot mix asphalt cold milling and resurfacing on M-43 from east of Veterans Memorial Bridge northeast to east of Gull Road and Riverview Drive intersection in the city of Kalamazoo, Kalamazoo Township, Kalamazoo County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Thompson-McCully Company	\$ 164,880.72	Same	1 **
Aggregate Industries-Central Region			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

Federal Highway Administration Funds	81.85 %
City of Kalamazoo	2.27 %
State Restricted Trunkline Funds	15.88 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

79.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305077	\$ 125,315.00	\$ 118,781.00
	PROJECT M 77012-59997, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 14, 2003		
	COMPLETION DATE - AUGUST 29, 2003		-5.21 %

4.21 mi of microsurfacing, crack treatment, bump removal and hand patching on M-19 from the CSX Railroad to the north city limits of Yale and on M-136 from North Street east to M-25 in the city of Yale in Brockway, Clyde and Fort Gratiot Townships, St. Clair County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.			
Strawser Incorporated			
Scodeller Construction, Inc.	\$ 118,781.00	Same	1 **
Terry Construction, Inc.			

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

59997A	
State Restricted Trunkline Funds	100 %
60113A	
State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

Bridge deck surface repairs, water repellant treatment, concrete surface sealers and substructure concrete patching on R01-3 and R01-4 on M-60 over the Norfolk Southern Railroad and I-94 BL in Sandstone Township, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 252,157.00	Same	5
L. W. Lamb, Inc.			
E. C. Korneffel Co.			
Progress Company	\$ 192,944.00	Same	3
J. Slagter & Son Construction Co	\$ 158,065.71	Same	1 **
Midwest Bridge Company	\$ 253,280.00	Same	6
Walter Toebe Construction Co.	\$ 231,495.93	Same	4
Anlaan Corporation	\$ 255,351.00	Same	7
Mark 1 Restoration Co. of MI, Inc.	\$ 173,318.00	Same	2

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

81.	LETTING OF MAY 02, 2003 PROPOSAL 0305079 PROJECT BHN 49021-72389 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - AUGUST 01, 2003	ENG. EST. \$ 415,410.49	LOW BID \$ 277,200.00 % OVER/UNDER EST. -33.27 %
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Bridge painting and maintaining traffic on US-2 over the Canadian National Railroad, Wisconsin Division, west to M-117 in Newton Township, Mackinac County.

BIDDER	AS-READ	AS-CHECKED	
Abhe & Svoboda, Inc.	\$ 687,777.00	Same	7
Atsalis Brothers Painting Co.			
Sea Way Painting, LLC	\$ 376,238.00	Same	5
G & M Painting Enterprises, Inc.	\$ 373,672.00	Same	4
Icarus Industrial Painting & Contra			
United Painting, Inc.	\$ 313,007.00	Same	2
Pannex Painting Company, Inc.	\$ 277,200.00	Same	1 **
Auto Renewal, Inc.	\$ 402,697.00	\$ 402,698.00	6
Metro Sandblasting & Painting, Inc.	\$ 315,271.00	Same	3

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

82.	LETTING OF MAY 02, 2003 PROPOSAL 0305080 PROJECT STR 63151-60175 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - 42 calendar days	ENG. EST. \$ 189,961.15	LOW BID \$ 188,990.99 % OVER/UNDER EST. -0.51 %
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Removal and replacement of pavement approach to the railroad crossing, hot mix asphalt removal and replacement between the two sets of railroad tracks, removal and reconstruction of sidewalk and vegetation areas, construction of temporary median crossovers, and maintaining traffic at Canadian National Railway/Grand Trunk Western Railroad crossing with I-75BL/Saginaw Street in the city of Pontiac, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 234,500.13	Same	5
Thompson-McCully Company	\$ 230,495.40	Same	4
Florence Cement Company	\$ 188,999.99	\$ 188,990.99	1 **
Angelo Iafrate Construction Company	\$ 194,835.90	Same	2
Six-S, Inc.	\$ 199,744.22	Same	3
Audia Concrete Construction			

5 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface and coordinates work in conjunction with track reconstruction performed by the Railroad Company resulting in a safe and improved crossing.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

Federal Highway Administration Funds	89.64 %
State Restricted Trunkline Funds	10.36 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.

Replacement of bridge decks, substructure repair, painting, approach work and maintaining traffic on S04, Rosa Parks (12th Street) exit ramp over I-75 northbound collector and on S03, Rosa Parks (12th Street) entrance ramp over I-75 southbound collector in the city of Detroit, Wayne County.

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

51517A

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

84. LETTING OF MAY 02, 2003
 PROPOSAL 0305082
 PROJECT IMG 82023-53295
 LOCAL AGRMT.
 START DATE - 90 days after award
 COMPLETION DATE - 90 working days

ENG. EST.	LOW BID
\$ 2,166,420.72	\$ 1,544,793.60
% OVER/UNDER EST.	
-28.69 %	

16 km of upgrading and rehabilitation of freeway signing on I-94 from Wyoming Avenue to Conner Avenue in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company	\$ 1,582,508.70	Same	2
Highway Service Company, Inc.	\$ 1,621,689.71	Same	3
Action Traffic Maintenance, Inc.	\$ 1,544,793.60	Same	1 **
Trans Tech Electric, L.P.	\$ 2,058,988.00	Same	4
J & J Contracting, Inc.			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source: Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Projects are selected through identification of safety concerns and management of the Department's safety assets.

LOCAL PROJECTS

85. LETTING OF MAY 02, 2003
 PROPOSAL 0305001
 PROJECT STU 63459-56287
 LOCAL AGRMT. 03-5015
 START DATE - JUNE 15, 2003
 COMPLETION DATE - AUGUST 22, 2003

ENG. EST.
 \$ 1,376,280.00

LOW BID
 \$ 1,047,915.09

% OVER/UNDER EST.
 -23.86 %

1.2 km of grading, bituminous base crushing, bituminous surfacing, drainage improvements, guardrail and intersection widening on Lakeville Road from Lake George Road to Curtis Road, Oakland County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 1,292,125.00	Same	6
Thompson-McCully Company	\$ 1,125,157.50	Same	3
V.I.L. Construction, Inc.	\$ 1,220,974.00	Same	5
Ajax Paving Industries, Inc.			
Florence Cement Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc			
Barrett Paving Materials, Inc.			
Peake Contracting, Inc.			
Pamar Enterprises, Inc.			
Zito Construction Co.			
L. D'Agostini & Sons, Inc.	\$ 1,206,591.98	Same	4
The Oakland Excavating Company	\$ 1,090,648.50	Same	2
Genoak Construction Company			
Todd T. Kneisel Construction Co.	\$ 1,047,915.09	Same	1 **

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Oakland County	18.15 %
Federal Highway Administration Funds	81.85 %

86.	LETTING OF MAY 02, 2003 PROPOSAL 0305002 PROJECT STU 61407-50059 LOCAL AGRMT. 03-5107 START DATE - JUNE 16, 2003 COMPLETION DATE - 41 working days	ENG. EST. \$ 548,550.00	LOW BID \$ 533,704.55 % OVER/UNDER EST. -2.71 %
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0.70 mi of roadway reconstruction including trenching, hot mix asphalt base crushing and shaping, hot mix asphalt pavement, concrete curb and gutter replacement, culvert replacements, storm sewer installation, and pavement markings on Sheridan Drive from north of Apple Avenue (M-46) to Marquette Avenue, Muskegon County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 554,266.03	Same	5
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Nagel Construction, Inc.	\$ 575,279.70	Same	6
Thompson-McCully Company			
Wadel Stabilization, Inc.	\$ 536,730.90	Same	2
Omans Contracting, Inc.			
Wyoming Excavators, Inc.			
Nashville Construction Company	\$ 654,263.00	Same	10
C & D Hughes, Inc.	\$ 539,511.62	Same	3
Brenner Excavating, Inc.	\$ 533,704.55	Same	1 **
Diversco Construction Company	\$ 598,233.50	Same	8
Schippers Excavating, Inc	\$ 584,956.10	Same	7
Prince Bridge & Marine, LTD.	\$ 648,495.10	Same	9
CJ's Excavating Septic Service, Inc			
Lodestar Construction, Inc.	\$ 662,595.25	Same	11
James L. Milbocker, Inc.			
Grant Tower, Inc.	\$ 548,866.17	Same	4

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Muskegon County	18.15 %
Federal Highway Administration Funds	81.85 %

87.	LETTING OF MAY 02, 2003 PROPOSAL 0305003 PROJECT STL 04051-73521 LOCAL AGRMT. 03-5158 START DATE - 10 days after award COMPLETION DATE - OCTOBER 01, 2003	ENG. EST. \$ 358,782.47	LOW BID \$ 352,959.61
		% OVER/UNDER EST.	
		-1.62 %	

2.98 mi of pavement resurfacing, including cold milling, hot mix asphalt paving, aggregate shoulders, culverts, guardrail, pavement markings, and slope restoration on Hubbard Lake Road from south county line (Hurbert Road) to Nicholson Hill Road, in Ossineke Township, Alpena County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 353,223.31	Same	2
Rieth-Riley Construction Co., Inc.	\$ 399,999.98	Same	3
Payne & Dolan, Inc.			
H & D, Inc.	\$ 352,959.61	Same	1 **

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Alpena County	20.00 %
Federal Highway Administration Funds	80.00 %

1.68 km of bituminous paving, including aggregate base conditioning, aggregate shoulders, and pavement marking on Beaverton Road from Clarwin Road to Bard Road, in Beaverton Township, Gladwin County.

4 Bidders

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

Approximately 0.65 mi of removing pavement, adjusting drainage structures, grading, curb and gutter, concrete base, and hot mix asphalt paving on Creston from Evanston to M-46 (Apple Avenue), in the city of Muskegon, Muskegon County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

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91.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305008	\$ 286,775.69	\$ 261,694.00
	PROJECT STH 41609-59903 , ETC		
	LOCAL AGRMT. 03-5113		% OVER/UNDER EST.
	START DATE - JUNE 01, 2003		
	COMPLETION DATE - 60 calendar days		-8.75 %

Traffic signal upgrade on Lafayette Avenue at Fulton Street Leonard Street along with traffic signal upgrade and modernization on Fountain Street at Ransom Avenue and on Ann Street at Turner Avenue intersection in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company	\$ 261,444.00	\$ 261,694.00	1 **
Windemuller Electric, Inc.			
Trans Tech Electric, L.P.	\$ 311,928.55	Same	5
John R. Howell, Inc.	\$ 301,774.94	Same	4
DVT Electric, Inc	\$ 265,273.00	Same	2
Kent Power, Inc.	\$ 294,265.20	Same	3

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

59903A	
Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %
59905A	
Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %

92.	LETTING OF MAY 02, 2003 PROPOSAL 0305009 PROJECT STH 44609-59907 LOCAL AGRMT. 03-5098 START DATE - 10 days after award COMPLETION DATE - AUGUST 22, 2003	ENG. EST. \$ 434,795.81	LOW BID \$ 407,664.61 % OVER/UNDER EST. -6.24 %
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Culvert extensions, slope modifications and guardrail upgrade countywide at 14 locations in Lapeer County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co			
Fisher Contracting Company			
Snowden, Inc.	\$ 503,147.50	Same	4
McDowell Construction , L.L.C.			
Rohde Brothers Excavating, Inc.	\$ 426,428.00	Same	3
Nationwide Fence & Supply Company	\$ 407,664.61	Same	1 **
Peake Contracting, Inc.			
Davis Construction, Inc.	\$ 422,823.00	Same	2
Tri-Valley Landscaping, Inc.			
Zito Construction Co.			
Genoak Construction Company			
J & J Contracting, Inc.			
Rite Way Fence, Inc.			
Marlette Excavating Company			
L. J. Construction, Inc.			
3-S Construction	\$ 513,202.60	Same	5

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:	
Lapeer County	20.00 %
Federal Highway Administration Funds	80.00 %

94. LETTING OF MAY 02, 2003 ENG. EST. LOW BID
 PROPOSAL 0305011 \$ 160,282.00 \$ 140,123.80
 PROJECT STH 81609-73991
 LOCAL AGRMT. 03-5109 % OVER/UNDER EST.
 START DATE - JUNE 02, 2003
 COMPLETION DATE - JULY 18, 2003 -12.58 %

Guardrail replacement and installation, concrete sidewalk construction, and permanent pavement markings on Stadium Boulevard from Bridge Street to White Street, in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co	\$ 155,289.95	Same	2
Snowden, Inc.	\$ 200,190.00	Same	4
Nationwide Fence & Supply Company	\$ 140,123.80	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 159,299.30	Same	3
J & J Contracting, Inc.			
Rite Way Fence, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:
 City of Ann Arbor 21.14 %
 Federal Highway Administration Funds 78.86 %

95. LETTING OF MAY 02, 2003 ENG. EST. LOW BID
 PROPOSAL 0305012 \$ 42,128.20 \$ 44,882.82
 PROJECT STUL 22428-72888
 LOCAL AGRMT. 03-5125 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2003 6.54 %

0.26 mi of rehabilitation including hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, concrete curb and gutter, aggregate shoulders, and intersection improvements on Lower Pine Mountain Road (Hibbard Street) from Pine Mountain Road to Park Avenue (Iron Mountain city limits), Dickinson County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 44,882.82	Same	1 **
Payne & Dolan, Inc.	\$ 51,373.30	Same	2

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:
 Dickinson County 18.15 %
 Federal Highway Administration Funds 81.85 %

96. LETTING OF MAY 02, 2003
 PROPOSAL 0305013
 PROJECT HPP 25402-56268
 LOCAL AGRMT. 03-5133
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2003

ENG. EST.	LOW BID
\$ 2,122,967.00	\$ 2,064,282.50
% OVER/UNDER EST.	
-2.76 %	

Pavement removal, concrete curb and gutter, hot mix asphalt pavement, and storm sewer adjustments on Linden Road from Bristol to Lennon, Genessee County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co			
Valley Asphalt Company			
Thompson-McCully Company	\$ 2,259,643.00	Same	2
Ace Asphalt & Paving	\$ 2,064,282.50	Same	1 **
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 2,508,186.40	Same	3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Genessee County	20.00 %
Federal Highway Administration Funds	80.00 %

97. LETTING OF MAY 02, 2003
 PROPOSAL 0305014
 PROJECT STU 82457-56114
 LOCAL AGRMT. 03-5150
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days

ENG. EST. \$ 559,023.00
 LOW BID \$ 523,605.16
 % OVER/UNDER EST. -6.34 %

1.415 km of milling bituminous surface, bituminous resurfacing, drainage structures, concrete pavement repair, concrete curb cap repair, and adjusting drainage structures on Beech-Daly from Joy to Plymouth, Wayne County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.	\$ 525,870.12	Same	2
Thompson-McCully Company	\$ 523,605.16	Same	1 **
Ajax Paving Industries, Inc.	\$ 532,637.18	Same	3
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 591,324.77	Same	4

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

98. LETTING OF MAY 02, 2003
 PROPOSAL 0305015
 PROJECT STU 25402-56226
 LOCAL AGRMT. 02-5487
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2003

ENG. EST.
 \$ 538,356.80

LOW BID
 \$ 493,976.32

% OVER/UNDER EST.
 -8.24 %

Intersection widening improvement on South Saginaw at McCandlish intersection, Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co			
Valley Asphalt Company			
Fisher Contracting Company	\$ 579,071.48	Same	4
Thompson-McCully Company	\$ 612,745.04	Same	6
Ace Asphalt & Paving			
Lois Kay Contracting Co.			
Florence Cement Company			
Angelo Iafrate Construction Company			
W.P.M. Inc.			
Champagne and Marx Excavating, Inc.	\$ 590,813.71	Same	5
Barrett Paving Materials, Inc.			
Zito Construction Co.	\$ 559,515.69	Same	3
Genoak Construction Company	\$ 530,728.31	Same	2
Young's Environmental Cleanup, Inc.			
Todd T. Kneisel Construction Co.	\$ 493,976.32	Same	1 **

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Genessee County	18.15 %
Federal Highway Administration Funds	81.85 %

Removal of a one span steel stringer bridge with concrete deck and construction of a one span precast box beam with composite concrete deck bridge and related approach work on Willard Road over Pine River Creek, in Montrose Township, Genesee County.

12 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

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101.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305018	\$ 1,196,533.14	\$ 1,005,078.72
	PROJECT EDDF 10555-72802		
	LOCAL AGRMT. 03-5169		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2003		-16.00 %

7.37 mi of resurfacing, including trenching, some crushing and shaping, aggregate base, aggregate shoulders, hot mix asphalt paving, concrete curb and gutter, guardrail, pavement marking, and turf establishment on Indian Hill Road from US-31 to Fowler Road (5.93 mi), on Deadstream Road from Indian Hill Road to US-31 (0.92 mi), and on Fowler Road from M-22 to Indian Hill Road (0.52 mi), in Benzonia, Homestead, and Platte Townships, Benzie County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,005,078.72	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,016,501.06	Same	2
CJ's Excavating Septic Service, Inc			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

Cold milling bituminous surface, bituminous resurfacing, concrete curb and miscellaneous construction on Bagley from Fourteenth to Rosa Parks and Grand River to Fourth, on Clark from Jefferson to Fort, on Dagoon at I-75 southbound intersection, on Elizabeth from Cass to Woodward, on Fisher northbound service drive from Grand River to Woodward, on Fisher southbound service drive from Second to Grand River, on Fort northbound service drive from Fort to Pleasant, on Grand from Michigan to Jefferson, on Lafayette from Tenth to St. Anne, on Livernois at I-75 southbound service drive intersection, and on Temple from Lodge to Third in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.	\$ 2,031,466.51	Same	2
Thompson-McCully Company	\$ 2,170,782.82	\$ 2,170,782.80	3
Ajax Paving Industries, Inc.	\$ 1,850,166.08	Same	1 **
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.			
ABC Paving Company			

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:	
City of Detroit	18.82 %
Federal Highway Administration Funds	81.18 %

104. LETTING OF MAY 02, 2003
 PROPOSAL 0305031
 PROJECT EDDF 74555-39565
 LOCAL AGRMT. 03-5177
 START DATE - 10 days after award
 COMPLETION DATE - 30 calendar days

ENG. EST. \$ 128,562.00
 LOW BID \$ 151,703.10
 % OVER/UNDER EST. 18.00 %

0.35 mi of resurfacing, including base crushing and shaping, hot mix asphalt paving, aggregate shoulders, culverts, pavement marking, and slope restoration on Maple Valley Road from Huron and Eastern Railroad to M-90 and on Industrial Drive from Maple Valley Road easterly in the city of Brown City, Sanilac County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co	\$ 158,161.10	Same	2
Valley Asphalt Company			
Florence Cement Company	\$ 178,646.75	Same	4
Albrecht Sand & Gravel Co.	\$ 151,703.10	Same	1 **
Pyramid Paving & Contracting	\$ 177,358.82	Same	3

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Brown City	35.33 %
Federal Highway Administration Funds	64.67 %

105.	LETTING OF MAY 02, 2003 PROPOSAL 0305032 PROJECT STL 80061-73411 LOCAL AGRMT. 03-5119 START DATE - SEPTEMBER 05, 2003 COMPLETION DATE - 30 working days	ENG. EST. \$ 120,873.75	LOW BID \$ 107,503.93 % OVER/UNDER EST. -11.06 %
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0.12 mi of reconstruction including subbase, aggregate base, hot mix asphalt surfacing, concrete curb and gutter, drainage improvements, intersection improvements, water distribution system improvements, pavement markings, and restoration on George Street from Delaware Street (M-51) southeasterly to the Amtrack railroad crossing in the village of Decatur, Van Buren County.

BIDDER	AS-READ	AS-CHECKED	
Peters Construction Co.	\$ 107,503.93	Same	1 **
Kalin Construction Co., Inc.	\$ 114,836.56	Same	3
Brenner Excavating, Inc.			
Northern Construction Services	\$ 109,565.80	Same	2
Prince Bridge & Marine, LTD.	\$ 130,164.50	Same	4
James L. Milbocker, Inc.			
Balkema Excavating, Inc.			
HRP Construction, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:	
Village of Decatur	31.20 %
Federal Highway Administration Funds	68.80 %

106.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305033	\$ 423,832.50	\$ 369,922.80
	PROJECT EDF 27566-74124		
	LOCAL AGRMT. 03-5017		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 40 working days		-12.72 %

0.47 mi of reconstruction including pavement removal, curb and gutter removal, machine grading-modified, subbase, aggregate base, curb and gutter, hot mix asphalt surfacing, driveway improvements, drainage improvements, intersection improvements, concrete sidewalks, pavement markings, and restoration on Norrie Street from Hemlock Street to Lawrence Street and on Lowell Street from Pewabic Street to McLeod Avenue in the city of Ironwood, Gogebic County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 423,579.35	Same	3
A. Lindberg & Sons, Inc.			
Mathy Construction Company	\$ 369,922.80	Same	1 **
Angelo Luppino, Inc.	\$ 378,830.85	Same	2
Payne & Dolan, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

City of Ironwood	27.18 %
State Restricted Trunkline Funds	72.82 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

107.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305034	\$ 126,309.00	\$ 112,846.59
	PROJECT STE 82400-51028		
	LOCAL AGRMT. 03-5137		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 35 working days		-10.66 %

0.32 km of bituminous bike path and prefabricated bicycle/pedestrian bridge on Six Mile Road connector bike path to existing Hines Drive bike path and Edward Hines Drive, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 132,498.26	Same	4
J. Slagter & Son Construction Co			
Midwest Bridge Company			
Sunset Excavating, Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 119,349.53	Same	3
ABC Paving Company			
Anlaan Corporation			
Warren Contractors & Development	\$ 119,043.95	Same	2
L. J. Construction, Inc.			
Nance Construction, LLC	\$ 112,846.59	Same	1 **

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Wayne County	20.00 %
Federal Highway Administration Funds	80.00 %

108.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305035	\$ 1,111,802.40	\$ 858,888.77
	PROJECT STUL 55428-74059		
	LOCAL AGRMT. 03-5124	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - 55 working days		-22.75 %

1.01 mi of reconstruction and widening including clearing, earth excavation, subbase, aggregate base, concrete curb and gutter, hot mix asphalt surfacing, storm sewer improvements, intersection improvements, water distribution system improvements, sanitary sewer extension, sidewalks, pavement markings, and restoration on 22nd Street from 14th Avenue northerly to 30th Avenue in the city of Menominee, Menominee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 1,074,082.90	Same	3
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			
Barley Trucking & Excavating, Inc.	\$ 858,888.77	Same	1 **
C. Oberstar Excavating, Inc.			
Lakeland Enterprises of Rhinelander			
Kakuk Construction, Inc.	\$ 919,817.02	Same	2

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Federal Highway Administration Funds	32.67 %
City of Menominee	67.33 %

109. LETTING OF MAY 02, 2003
 PROPOSAL 0305036
 PROJECT STUL 63477-56460
 LOCAL AGRMT. 03-5062
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 03, 2003

ENG. EST. \$ 1,301,993.50
 LOW BID \$ 983,084.20
 % OVER/UNDER EST. -24.49 %

0.74 mi of hot mix asphalt reconstruction, curb and gutter, sidewalk, storm sewer, water main and sanitary sewer on Elm Street from Saginaw Street to East Street in the village of Holly, Oakland County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 1,152,921.39	Same	6
Fisher Contracting Company			
Thompson-McCully Company	\$ 1,048,734.06	Same	3
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 1,025,510.09	Same	2
Florence Cement Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc			
Champagne and Marx Excavating, Inc.	\$ 1,263,261.51	Same	7
Barrett Paving Materials, Inc.			
Rohde Brothers Excavating, Inc.			
Pamar Enterprises, Inc.			
Zito Construction Co.	\$ 1,274,705.75	Same	8
L. D'Agostini & Sons, Inc.			
Ron Bretz Excavating, Inc.	\$ 1,069,245.87	Same	4
Genoak Construction Company	\$ 1,071,971.14	Same	5
Todd T. Kneisel Construction Co.	\$ 983,084.20	Same	1 **

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Federal Highway Administration Funds	59.62 %
Village of Holly	40.38 %

110.	LETTING OF MAY 02, 2003 PROPOSAL 0305037 PROJECT STL 74027-72382 LOCAL AGRMT. 03-5111 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 14, 2003	ENG. EST. \$ 324,671.00	LOW BID \$ 244,603.05 % OVER/UNDER EST. -24.66 %
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Removal of a single span steel beam bridge, construction of a corrugated Steel pipe-arch culvert and related approach work on Juhl Road over Carter Creek in Elmer Township, Sanilac County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.	\$ 278,221.50	Same	5
Fisher Contracting Company			
C.R. Hunt Construction Co.	\$ 278,923.74	Same	6
McDowell Construction , L.L.C.	\$ 267,872.10	Same	3
Hardman Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Stein Construction Co., Inc.	\$ 296,279.10	Same	7
Gerace Construction Company. Inc			
Walter Toebe Construction Co.			
Davis Construction, Inc.	\$ 277,150.56	Same	4
Albrecht Sand & Gravel Co.			
R.E. Hovey Construction, Inc.	\$ 244,603.50	\$ 244,603.05	1 **
Ron Bretz Excavating, Inc.			
Heystek Contracting Inc.	\$ 327,723.00	Same	9
Marlette Excavating Company	\$ 300,311.50	Same	8
L. J. Construction, Inc.	\$ 245,246.00	Same	2
J.E. Kloote Contracting, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Sanilac County	20.00 %
Federal Highway Administration Funds	80.00 %

111.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305038	\$ 437,909.80	\$ 393,703.46
	PROJECT BRO 46008-56555		
	LOCAL AGRMT. 03-5110		% OVER/UNDER EST.
	START DATE - JUNE 15, 2003		
	COMPLETION DATE - 60 working days		-10.09 %

Removal of a single span warren truss with plank deck, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on Bramble Highway over Evans Creek in Franklin Township, Lenawee County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 446,317.08	Same	5
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.	\$ 441,676.46	Same	2
Milbocker and Sons, Inc.	\$ 443,000.00	Same	3
Midwest Bridge Company			
Hardman Construction, Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 519,014.36	Same	9
E.T. MacKenzie Company	\$ 444,119.55	Same	4
Davis Construction, Inc.			
Anlaan Corporation	\$ 468,673.79	Same	7
Prince Bridge & Marine, LTD.	\$ 481,306.97	Same	8
Harper Structures, Inc.	\$ 448,892.21	Same	6
J.E. Kloote Contracting, Inc.	\$ 393,703.46	Same	1 **

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Lenawee County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

112.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305039	\$ 504,543.25	\$ 440,154.51
	PROJECT STL 73006-72412		
	LOCAL AGRMT. 03-5116		% OVER/UNDER EST.
	START DATE - JULY 21, 2003		
	COMPLETION DATE - SEPTEMBER 15, 2003		-12.76 %

0.8 mi of pavement repair, drainage improvement, some curb and gutter, hot mix asphalt overlay and pavement markings on Front Street from Peet Road north to Broad Road (M-57), in the village of Chesaning, Saginaw County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Co			
Midland Contracting Company			
Valley Asphalt Company			
A. J. Rehms & Son, Inc.			
Fisher Contracting Company	\$ 487,643.76	Same	5
Lois Kay Contracting Co.	\$ 440,154.51	Same	1 **
Florence Cement Company			
Bouradow Trucking Company			
Champagne and Marx Excavating, Inc.	\$ 460,177.74	Same	3
Rohde Brothers Excavating, Inc.	\$ 470,634.00	Same	4
C & D Hughes, Inc.	\$ 458,695.76	Same	2
Zito Construction Co.			
Pyramid Paving & Contracting			
Teltow Contracting, Inc.			
3-S Construction			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Village of Chesaning	20.70 %
Federal Highway Administration Funds	79.30 %

113.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305040	\$ 1,986,050.00	\$ 1,973,914.51
	PROJECT STU 82400-74566		
	LOCAL AGRMT. 03-5154		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 17, 2003		-0.61 %

Cold milling bituminous surface, bituminous resurfacing, concrete curb and miscellaneous construction, on Charlevoix from Mt. Elliott to Jos Campau and St. Jean to VanDyke, on Chrysler northbound and southbound service drives from Ferry to Warren, on Chrysler southbound service drive from Canfield to Wilkins, on Edsel Ford eastbound service drive from Beaubien to St. Antoine, on Fisher northbound and southbound service drives from Woodward to Beaubien, on Hamtramck from Grand to north of Grand, on McDougall from Vernor to Charlevoix, on Monroe Street from Antoine to I-375, on McClellan from Kercheval to Jefferson, on Oakland from Caniff to Clay, and on Witherell from Woodward to Adams in the city of Detroit, Wayne County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.	\$ 2,168,779.51	Same	2
Dunigan Brothers, Inc.			
Thompson-McCully Company	\$ 2,216,811.64	Same	3
Ajax Paving Industries, Inc.	\$ 1,973,914.51	Same	1 **
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.			
ABC Paving Company			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

City of Detroit	18.76 %
Federal Highway Administration Funds	81.24 %

114.	LETTING OF MAY 02, 2003 PROPOSAL 0305041 PROJECT STU 82400-74446 LOCAL AGRMT. 03-5148 START DATE - 10 days after award COMPLETION DATE - OCTOBER 17, 2003	ENG. EST. \$ 1,419,100.00	LOW BID \$ 1,396,280.02 % OVER/UNDER EST. -1.61 %
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Cold milling bituminous surface, bituminous resurfacing, concrete curb and miscellaneous construction on Evergreen from Pembroke to Eight Mile and from Grand River to Florence, on Hubbell from Jeffries to Schoolcraft, on Schoolcraft service drive eastbound from Telegraph to Outer Drive and Chapel to east of Burt, on Schoolcraft service drive westbound from Outer Drive to Telegraph, on Southfield service drive northbound from Plymouth to Chicago and from Paul to Tireman and on Southfield service drive southbound from Warren to Paul, in the city of Detroit, Wayne County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.	\$ 1,514,593.19	Same	4
Thompson-McCully Company	\$ 1,429,498.67	Same	2
Ajax Paving Industries, Inc.	\$ 1,396,280.02	Same	1 **
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.	\$ 1,483,266.10	Same	3
ABC Paving Company			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

City of Detroit	18.99 %
Federal Highway Administration Funds	81.01 %

115. LETTING OF MAY 02, 2003
 PROPOSAL 0305042
 PROJECT STU 41401-56376
 LOCAL AGRMT. 03-5173
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2003

ENG. EST. \$ 2,652,174.90
 LOW BID \$ 2,425,388.14
 % OVER/UNDER EST. -8.55 %

1.58 mi of road reconstruction including cold milling, earthwork, hot mix asphalt pavement, concrete curb and gutter, storm sewer, drainage structures, concrete sidewalk, permanent pavement marking, and restoration on 60th Street from Kalamazoo Avenue to Wing Avenue, in the city of Kentwood and Gaines Township, Kent County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 2,425,388.14	Same	1 **
Maclean Construction Company			
Velting Contractors, Inc.			
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 2,536,775.58	Same	3
Nagel Construction, Inc.			
Wyoming Excavators, Inc.	\$ 2,569,955.62	Same	5
Nashville Construction Company	\$ 2,513,903.68	Same	2
Diversco Construction Company	\$ 2,536,775.58	\$ 2,582,472.73	6
Schippers Excavating, Inc	\$ 2,591,588.80	Same	7
Kentwood Excavating, Inc.	\$ 2,555,233.15	\$ 2,554,393.15	4

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Kent County	26.86 %
Federal Highway Administration Funds	73.14 %

116.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305043	\$ 319,180.46	\$ 304,661.40
	PROJECT STUL 61407-56362		
	LOCAL AGRMT. 03-5141		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 08, 2003		-4.55 %

Remove existing pavement and curb and gutter, replace missing sidewalk and sidewalk ramps, place aggregate base and hot mix asphalt on 5th Street from Norton Avenue to Summit Avenue in the city of Muskegon Heights, Muskegon County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 323,181.83	Same	5
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Nagel Construction, Inc.	\$ 319,831.55	Same	3
Thompson-McCully Company			
Wadel Stabilization, Inc.	\$ 321,469.43	Same	4
Omans Contracting, Inc.			
Nashville Construction Company	\$ 386,807.55	Same	10
C & D Hughes, Inc.	\$ 405,035.88	Same	12
Brenner Excavating, Inc.	\$ 315,298.50	Same	2
Diversco Construction Company	\$ 399,491.08	Same	11
Prince Bridge & Marine, LTD.	\$ 330,108.63	Same	7
CJ's Excavating Septic Service, Inc			
Youngstrom Contracting	\$ 349,236.00	Same	8
Triangle Excavators, Inc.	\$ 304,661.40	Same	1 **
North River Excavating, Inc.	\$ 329,458.70	Same	6
Grant Tower, Inc.	\$ 360,180.84	Same	9

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Federal Highway Administration Funds	77.75 %
City of Muskegon Heights	22.25 %

117.	LETTING OF MAY 02, 2003 PROPOSAL 0305044 PROJECT CM 70400-56048 LOCAL AGRMT. 03-5120 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 30, 2003	ENG. EST. \$ 408,463.04	LOW BID \$ 410,249.60 % OVER/UNDER EST. 0.44 %
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2.5 mi of constructing an 8 ft non-motorized hot mix asphalt pavement pathway including earthwork, storm sewer, hot mix asphalt pavement, concrete curb and gutter, and restoration on 120th Avenue from Riley Street to Quincy Street, on Adams Street from 88th Avenue to 80th Avenue, and on 88th Avenue from Quincy Street to Ransom Street, Ottawa County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 543,634.59	Same	8
Milbocker and Sons, Inc.	\$ 620,964.05	Same	9
Dykema Excavators, Inc.	\$ 518,767.33	Same	7
Nagel Construction, Inc.	\$ 452,050.14	Same	4
Wyoming Excavators, Inc.	\$ 632,707.95	Same	10
Stein Construction Co., Inc.			
Brenner Excavating, Inc.	\$ 423,007.30	Same	3
Diversco Construction Company			
Schippers Excavating, Inc	\$ 492,688.55	Same	6
Prince Bridge & Marine, LTD.	\$ 418,720.84	Same	2
Youngstrom Contracting			
James L. Milbocker, Inc.			
Triangle Excavators, Inc.	\$ 410,249.60	Same	1 **
Grant Tower, Inc.	\$ 492,052.91	Same	5

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Ottawa County	20.00 %
Federal Highway Administration Funds	80.00 %

118.	LETTING OF MAY 02, 2003 PROPOSAL 0305045 PROJECT HPP 22048-74238 LOCAL AGRMT. 03-5175 START DATE - 10 days after award COMPLETION DATE - OCTOBER 15, 2003	ENG. EST. \$ 211,448.61	LOW BID \$ 194,397.94
			% OVER/UNDER EST.
			-8.06 %

5.5 mi of rehabilitation including hot mix asphalt surfacing, aggregate shoulders, intersection improvements, and pavement markings on Groveland Mine Road from the west intersection of M-69 southerly and easterly to the east intersection of M-69 in Felch Township, Dickinson County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 204,111.86	Same	2
Payne & Dolan, Inc.	\$ 194,397.94	Same	1 **

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:	
Dickinson County	20.00 %
Federal Highway Administration Funds	80.00 %

119.	LETTING OF MAY 02, 2003 PROPOSAL 0305046 PROJECT STL 07037-54834, ETC LOCAL AGRMT. 03-5131 START DATE - 10 days after award COMPLETION DATE - AUGUST 30, 2003	ENG. EST. \$ 469,195.60	LOW BID \$ 513,551.95 % OVER/UNDER EST. 9.45 %
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Remove existing culvert structure, construction of a precast three-sided culvert and related approach work on Herman Road at Denomie Creek (B01) along with 1.65 mi of reconstruction including hot mix asphalt base crush and shape, aggregate base, hot mix asphalt surface, superelevation corrections, drainage improvements, and restoration on Herman Road from US-41 southeasterly to south of Pekkala Creek, in L'anse Township, Baraga County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 551,597.00	Same	2
A. Lindberg & Sons, Inc.	\$ 581,369.40	Same	4
J. Slagter & Son Construction Co			
Payne & Dolan, Inc.	\$ 513,551.95	Same	1 **
Hebert Construction Co., Inc.			
Associated Constructors, LLC			
Thomas J. Moyle, Jr., Inc.	\$ 554,502.50	Same	3
C. Oberstar Excavating, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

54834	
Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %
73595A	
Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %

120.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305047	\$ 420,111.00	\$ 324,110.75
	PROJECT STUL 13427-56443		
	LOCAL AGRMT. 03-5171		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 29, 2004		-22.85 %

0.57 mi of roadway reconstruction including pavement removal, grading, cold milling hot mix asphalt surface, hot mix asphalt pavement, concrete curb and gutter, concrete sidewalk, pavement markings, and restoration on Eaton Street from Austin Avenue to Erie Street, in the city of Albion, Calhoun County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Dunigan Brothers, Inc.			
Hoffman Bros., Inc.	\$ 331,527.35	Same	2
Peters Construction Co.			
Thompson-McCully Company			
Mills Excavating	\$ 324,110.75	Same	1 **
Nashville Construction Company	\$ 446,454.60	Same	6
C & D Hughes, Inc.			
Northern Construction Services	\$ 429,729.75	Same	4
Cadwell Brothers Construction	\$ 386,762.92	Same	3
Aggregate Industries-Central Region	\$ 444,444.44	Same	5

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

City of Albion	24.96 %
Federal Highway Administration Funds	75.04 %

121. LETTING OF MAY 02, 2003
 PROPOSAL 0305052
 PROJECT STU 50458-49883
 LOCAL AGRMT. 03-5132
 START DATE - JUNE 15, 2003
 COMPLETION DATE - NOVEMBER 15, 2003

ENG. EST. \$ 5,222,671.00
 LOW BID \$ 4,140,058.79
 % OVER/UNDER EST. -20.73 %

Widening from two lanes to five lanes on Schoenherr from 21 ½ Mile Road to 23 ½ Mile Road, Macomb County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 5,739,094.90	Same	8
Tony Angelo Cement Construction	\$ 5,124,769.91	Same	5
Thompson-McCully Company			
Ajax Paving Industries, Inc.	\$ 5,387,742.75	Same	7
John Carlo, Inc.	\$ 4,923,777.89	Same	3
Ric-Man Construction, Inc.			
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 4,994,752.85	Same	4
Dan's Excavating, Inc	\$ 4,779,449.31	Same	2
Peake Contracting, Inc.			
L. D'Agostini & Sons, Inc.	\$ 5,351,899.96	Same	6
Six-S, Inc.	\$ 4,140,058.79	Same	1 **

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Macomb County	18.15 %
Federal Highway Administration Funds	81.85 %

122.	LETTING OF MAY 02, 2003 PROPOSAL 0305053 PROJECT STUL 14442-56448 LOCAL AGRMT. 03-5143 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 14, 2003	ENG. EST. \$ 775,467.06 % OVER/UNDER EST. -0.93 %	LOW BID \$ 768,248.88
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0.3 mi of road reconstruction including earthwork, hot mix asphalt surfacing and slope restoration, removal of two steel pipe arches, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on Lowe Street from Hendryx to Pokagon and over Dowagiac Creek in Pokagon Township, city of Dowagiac, Cass County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.	\$ 816,367.89	Same	2
J. Slagter & Son Construction Co			
Milbocker and Sons, Inc.	\$ 828,906.90	Same	3
Midwest Bridge Company			
Hardman Construction, Inc.	\$ 869,990.65	Same	6
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
Davis Construction, Inc.	\$ 830,054.98	Same	4
Anlaan Corporation	\$ 856,541.70	Same	5
Prince Bridge & Marine, LTD.	\$ 768,248.88	Same	1 **
Northern Indiana Construction Co.,			
Harper Structures, Inc.			
J.E. Kloote Contracting, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:	
City of Dowagiac	32.44 %
Federal Highway Administration Funds	67.56 %

123.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305054	\$ 482,089.25	\$ 432,298.55
	PROJECT BRO 76006-49709		
	LOCAL AGRMT. 03-5127		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2003		-10.33 %

Removal of a single span steel beam bridge, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on Saginaw Street over Porter Creek, in the village of New Lothrop, Hazelton Township, Shiawassee County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.	\$ 432,298.55	Same	1 **
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Fisher Contracting Company			
McDowell Construction , L.L.C.			
Hardman Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Gerace Construction Company. Inc			
Walter Toebe Construction Co.	\$ 588,649.14	Same	5
E.T. MacKenzie Company	\$ 534,525.90	Same	3
Davis Construction, Inc.			
Anlaan Corporation			
Prince Bridge & Marine, LTD.	\$ 575,746.49	Same	4
Harper Structures, Inc.			
J.E. Kloote Contracting, Inc.	\$ 507,824.76	Same	2

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	79.88 %
Village of New Lothrop	5.14 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

125. LETTING OF MAY 02, 2003
 PROPOSAL 0305056
 PROJECT EDDF 77555-56127
 LOCAL AGRMT. 03-5179
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2003

ENG. EST. \$ 1,340,711.30
 LOW BID \$ 1,259,745.91
 % OVER/UNDER EST. -6.04 %

1.96 mi of resurfacing, including earthwork, base crushing and shaping, cold milling, aggregate base, aggregate shoulders, hot mix asphalt overlay, guardrail, drainage improvements, and turf establishment on Wildcat Road from south of Burtch Road to Harris Road in Grant Township, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Valley Asphalt Company			
Fisher Contracting Company			
Thompson-McCully Company	\$ 1,546,804.78	Same	8
Ajax Paving Industries, Inc.	\$ 1,469,608.03	Same	7
Ace Asphalt & Paving	\$ 1,266,016.51	Same	2
Champagne and Marx Excavating, Inc.			
Barrett Paving Materials, Inc.	\$ 1,274,787.06	Same	4
Boddy Construction Company, Inc.	\$ 1,336,463.47	Same	6
L. D'Agostini & Sons, Inc.			
Weston Transport, Inc.	\$ 1,259,745.91	Same	1 **
L. J. Construction, Inc.	\$ 1,334,399.20	Same	5
Todd T. Kneisel Construction Co.	\$ 1,271,738.93	Same	3

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:
 St Clair County 50.00 %
 Federal Highway Administration Funds 50.00 %

126.	LETTING OF MAY 02, 2003 PROPOSAL 0305057 PROJECT STUL 21422-56414 LOCAL AGRMT. 03-5157 START DATE - 10 days after award COMPLETION DATE - AUGUST 29, 2003	ENG. EST. \$ 561,671.50	LOW BID \$ 534,030.20 % OVER/UNDER EST. -4.92 %
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0.8 mi of roadway reconstruction and extension including subbase, aggregate base, hot mix asphalt surfacing, intersection improvements, drainage improvements, and traffic signal work on Willow Creek Road from 8th Avenue South northerly to Ludington Street (US-2/US-41) in the city of Escanaba, Delta County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 574,202.80	Same	3
A. Lindberg & Sons, Inc.	\$ 808,271.50	Same	4
Snowden, Inc.			
Payne & Dolan, Inc.	\$ 534,030.20	Same	1 **
Barley Trucking & Excavating, Inc.			
C. Oberstar Excavating, Inc.	\$ 562,802.75	Same	2

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:	
City of Escanaba	20.02 %
Federal Highway Administration Funds	79.98 %

127.	LETTING OF MAY 02, 2003 PROPOSAL 0305058 PROJECT STUL 52423-49452 LOCAL AGRMT. 02-5516 START DATE - 10 days after award COMPLETION DATE - AUGUST 31, 2003	ENG. EST. \$ 501,835.00	LOW BID \$ 465,113.20 % OVER/UNDER EST. -7.32 %
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0.88 km of bituminous reconstruction and resurfacing, concrete curb and gutter, storm sewer, sanitary forcemain, concrete sidewalk and related work on Division Street from Main Street south to Rail Street, on Rail Street from Division Street east to Healy Street, on Healy Street from Rail Street north to Lincoln Street in the city of Negaunee, Marquette County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 540,062.45	Same	4
A. Lindberg & Sons, Inc.	\$ 503,264.20	Same	3
Payne & Dolan, Inc.			
Associated Constructors, LLC	\$ 465,113.20	Same	1 **
Smith Paving, Inc.			
C. Oberstar Excavating, Inc.	\$ 483,170.20	Same	2

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Federal Highway Administration Funds	71.04 %
City of Negaunee	28.96 %

128. LETTING OF MAY 02, 2003
 PROPOSAL 0305059
 PROJECT EDCF 63544-49788
 LOCAL AGRMT. 03-5184
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST. LOW BID
 \$ 7,750,471.40 \$ 5,887,178.03
 % OVER/UNDER EST.
 -24.04 %

1.67 mi of five lane concrete pavement widening and reconstruction with concrete curb and gutter, storm sewer, watermain, traffic signal and structure replacement over the Gibson Drain, on Dequindre Road from Wattles Road to Long Lake Road, Oakland County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Lanzo Construction Company	\$ 6,890,022.54	Same	8
Tony Angelo Cement Construction	\$ 5,887,178.03	Same	1 **
V.I.L. Construction, Inc.			
Ajax Paving Industries, Inc.	\$ 6,335,867.79	Same	4
John Carlo, Inc.	\$ 6,389,077.76	Same	5
Ric-Man Construction, Inc.			
Florence Cement Company			
Angelo Iafrate Construction	\$ 6,488,040.49	Same	7
Dan's Excavating, Inc	\$ 6,412,878.07	Same	6
Sunset Excavating, Inc.	\$ 6,206,248.44	Same	3
Posen Construction, Inc.			
Anlaan Corporation			
L. D'Agostini & Sons, Inc.			
Six-S, Inc.	\$ 6,050,912.90	Same	2
Todd T. Kneisel Construction Co.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Oakland County	19.77 %
Federal Highway Administration Funds	79.00 %
City of Sterling Heights	1.19 %
City of Troy	0.04 %

129. LETTING OF MAY 02, 2003
 PROPOSAL 0305060
 PROJECT EDDF 37555-51665
 LOCAL AGRMT. 03-5134
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2003

ENG. EST. \$ 1,579,241.75
 LOW BID \$ 1,242,275.50
 % OVER/UNDER EST. -21.34 %

2.01 mi of road reconstruction including hot mix asphalt base crushing and shaping, earthwork, drainage improvements, hot mix asphalt surfacing and slope restoration, removal of a single span concrete bridge, removal of a single span steel beam bridge, construction of a four-sided precast concrete box culvert, and related approach work on Winn Road over Cedar Drain in Freemont Township, Isabella County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
L. W. Lamb, Inc.			
Maclean Construction Company	\$ 1,851,628.15	Same	8
Rieth-Riley Construction Co.	\$ 1,627,383.65	Same	7
Milbocker and Sons, Inc.			
Nagel Construction, Inc.	\$ 1,575,769.35	Same	6
Fisher Contracting Company	\$ 1,573,650.12	Same	5
Central Asphalt, Inc.			
Bourdow Trucking Company			
Champagne and Marx Excavating, Inc.			
Hardman Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Nashville Construction Company			
E.T. MacKenzie Company			
Crawford Contracting, Inc.			
Cordes Excavating, Inc.			
Anlaan Corporation			
Prince Bridge & Marine, LTD.	\$ 1,387,147.00	Same	3
The Isabella Corporation			
CJ's Excavating Septic Service	\$ 1,461,152.67	Same	4
James L. Milbocker, Inc.			
Bernie Johnson Trucking, Inc.	\$ 1,242,275.50	Same	1 **
CH Contracting, LLC.	\$ 1,374,368.30	Same	2
Porath Contractors, Inc.			
L. J. Construction, Inc.			
J.E. Kloote Contracting, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Isabella County	8.00 %
Federal Highway Administration Funds	61.00 %
State Restricted Trunkline Funds	31.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

130. LETTING OF MAY 02, 2003
 PROPOSAL 0305061
 PROJECT STL 49030-58431-2
 LOCAL AGRMT. 03-5121
 START DATE - SEPTEMBER 03, 2003
 COMPLETION DATE - 15 working days

ENG. EST.	LOW BID
\$ 329,981.88	\$ 248,520.07
% OVER/UNDER EST.	
-24.69 %	

5.5 mi of hot mix asphalt surfacing, including aggregate base conditioning, and pavement markings on Brevort Lake Road from US-2 northerly to Black Point Road in Moran and Brevort Townships, Mackinac County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 348,709.73	Same	3
Payne & Dolan, Inc.	\$ 274,286.15	Same	2
H & D, Inc.	\$ 248,520.07	Same	1 **
Norris Contracting, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Mackinac County	20.00 %
Federal Highway Administration Funds	80.00 %

215 mi of pavement markings including center line, edge line, railroad symbols, and stop bars, county-wide in various locations, St. Joseph County.

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Federal Highway Administration Funds	100	%
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132.	LETTING OF MAY 02, 2003 PROPOSAL 0305063 PROJECT BRO 63003-40023 LOCAL AGRMT. 03-5146 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 15, 2003	ENG. EST. \$ 751,540.25	LOW BID \$ 729,844.70
			% OVER/UNDER EST.
			-2.89 %

Removal of a single span concrete arch bridge, construction of a three-sided precast concrete arch bridge and related approach work on Kirkway Road over Lower Long Lake Cove, in Bloomfield Township, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 859,237.19	Same	4
E. C. Korneffel Co.	\$ 838,928.61	Same	3
J. Slagter & Son Construction Co			
Midwest Bridge Company			
V.I.L. Construction, Inc.			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc	\$ 1,146,946.52	Same	6
Hardman Construction, Inc.			
Posen Construction, Inc.	\$ 1,121,425.45	Same	5
Walter Toebe Construction Co.	\$ 768,145.85	Same	2
Waterfront Construction, Inc.			
Anlaan Corporation	\$ 729,844.70	Same	1 **
Prince Bridge & Marine, LTD.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Oakland County	16.60 %
Federal Highway Administration Funds	70.24 %
State Restricted Trunkline Funds	13.16 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

133.	LETTING OF MAY 02, 2003 PROPOSAL 0305064 PROJECT STU 63459-56279 LOCAL AGRMT. 03-5112 START DATE - 10 days after award COMPLETION DATE - 90 calendar days	ENG. EST. \$ 602,015.00	LOW BID \$ 530,696.82
		% OVER/UNDER EST.	
		-11.85 %	

0.6 mi of concrete pavement and joint repair with miscellaneous curb and gutter replacement on Featherstone Road from Martin Luther King Jr. Boulevard to Grand Trunk Western Railroad structure in the city of Pontiac, Oakland County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 559,097.00	Same	4
Tony Angelo Cement Construction Snowden, Inc.			
Causie Contracting, Inc.	\$ 944,304.00	Same	5
Florence Cement Company	\$ 554,874.35	Same	2
Angelo Iafrate Construction Company	\$ 558,237.00	Same	3
Six-S, Inc.	\$ 530,696.82	Same	1 **
Audia Concrete Construction			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Federal Highway Administration Funds	81.85 %
City of Pontiac	18.15 %

134.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305065	\$ 2,409,332.40	\$ 2,073,304.02
	PROJECT HPP 02094-49723		
	LOCAL AGRMT. 03-5054		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2003		-13.95 %

5.6 km of bituminous reconstruction including clearing, embankment, earth excavation, aggregate base, subbase, concrete curb and gutter, bituminous paving, aggregate shoulders, drainage improvements, soil erosion control measures, guardrail, and pavement markings on H-58 from Log Slide Road easterly to Grand Sable Lake in Burt Township, Alger County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 2,073,304.02	Same	1 **
A. Lindberg & Sons, Inc.	\$ 2,551,876.00	Same	3
Payne & Dolan, Inc.			
C. Oberstar Excavating, Inc.	\$ 2,163,249.92	Same	2

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new road or bridge.

135.	LETTING OF MAY 02, 2003 PROPOSAL 0305066 PROJECT BRO 32001-53416 LOCAL AGRMT. 03-5147 START DATE - 10 days after award COMPLETION DATE - AUGUST 15, 2003	ENG. EST. \$ 322,667.00	LOW BID \$ 340,906.78 % OVER/UNDER EST. 5.65 %
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Replace bridge and approaches on Union Street at north branch of Cass River in the village of Ubly, Huron County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.			
Fisher Contracting Company			
Angelo Iafrate Construction Company			
C.R. Hunt Construction Co.			
McDowell Construction , L.L.C.	\$ 340,906.78	Same	1 **
Rohde Brothers Excavating, Inc.			
Gerace Construction Company. Inc	\$ 350,277.32	Same	2
Walter Toebe Construction Co.			
Anlaan Corporation			
Prince Bridge & Marine, LTD.	\$ 374,036.55	Same	3
Harper Structures, Inc.			
J.E. Kloote Contracting, Inc.	\$ 382,325.05	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	79.37 %
State Restricted Trunkline Funds	14.88 %
Village of Ubly	5.75 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

136.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305067	\$ 323,581.00	\$ 251,187.30
	PROJECT BRO 32010-56534		
	LOCAL AGRMT. 03-5139		\$ OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2003		-22.37 %

Removal of a single span jack arch bridge, construction of a single span prestressed, post-tensioned concrete box beam bridge and related approach work on Grassmere Road over East Branch Pigeon River, in Sheridan and Grant Townships, Huron County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.			
Fisher Contracting Company			
Angelo Iafrate Construction Company			
C.R. Hunt Construction Co.	\$ 251,187.30	Same	1 **
McDowell Construction , L.L.C.	\$ 253,224.50	Same	2
Gerace Construction Company. Inc	\$ 293,331.78	Same	5
Walter Toebe Construction Co.			
Anlaan Corporation			
Prince Bridge & Marine, LTD.	\$ 274,054.00	Same	4
Harper Structures, Inc.			
J.E. Kloote Contracting, Inc.	\$ 267,704.10	Same	3

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Huron County	5.52 %
Federal Highway Administration Funds	79.56 %
State Restricted Trunkline Funds	14.92 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

137. LETTING OF MAY 02, 2003
 PROPOSAL 0305069
 PROJECT BRO 29006-56505 , ETC
 LOCAL AGRMT. 03-5128
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2003

ENG. EST. \$ 1,325,959.24
 LOW BID \$ 980,048.35
 % OVER/UNDER EST. -26.09 %

Removal of a single span concrete bridge, removal of a single span four panel steel pony truss, construction of two single span prestressed, post-tensioned concrete box beam bridges and related approach work on Winans Road over the West Branch Pine River, in Pine River Township, Gratiot County and on Van Buren Road over the Pine River in Summer Township, Gratiot County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co			
S. L. & H. Contractors, Inc.	\$ 995,116.80	Same	2
Milbocker and Sons, Inc.	\$ 1,150,000.00	Same	6
Midwest Bridge Company			
Fisher Contracting Company			
Hardman Construction, Inc.			
Gerace Construction Company. Inc	\$ 1,224,912.37	Same	8
Walter Toebe Construction Co.	\$ 1,183,610.20	Same	7
E.T. MacKenzie Company	\$ 1,366,282.79	Same	9
Miller Development, Inc	\$ 1,057,844.22	Same	3
Anlaan Corporation	\$ 1,117,854.95	Same	4
Prince Bridge & Marine, LTD.	\$ 980,048.35	Same	1 **
Harper Structures, Inc.			
J.E. Kloote Contracting, Inc.	\$ 1,128,540.24	Same	5

Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected, through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56505A
 Gratiot County 5.07 %
 Federal Highway Administration Funds 79.94 %
 State Restricted Trunkline Funds 14.99 %

56506A
 Gratiot County 5.75 %
 Federal Highway Administration Funds 79.37 %
 State Restricted Trunkline Funds 14.88 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: This project is not for the construction of a new bridge where one did not exist before.

138. LETTING OF MAY 02, 2003
 PROPOSAL 0305070
 PROJECT CMG 47900-59101
 LOCAL AGRMT. 03-5142
 START DATE - 10 days after award
 COMPLETION DATE - 60 calendar days

ENG. EST.	LOW BID
\$ 379,780.00	\$ 229,641.90
% OVER/UNDER EST.	
-39.53 %	

Traffic signal interconnect installation on Grand River Avenue from Chalis Road to Church Street, in the city of Brighton, Livingston County.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company			
Severance Electric Co., Inc.	\$ 229,641.90	Same	1 **
Trans Tech Electric, L.P.	\$ 342,000.00	Same	6
Motor City Electric Utilities Co.	\$ 250,215.23	Same	2
Metropolitan Power & Lighting, Inc.	\$ 295,763.00	Same	5
J. Ranck Electric, Inc.	\$ 342,164.00	Same	7
John R. Howell, Inc.	\$ 263,538.00	Same	3
Rauhorn Electric, Inc.	\$ 284,714.00	Same	4
Kent Power, Inc.	\$ 363,008.40	Same	8

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

Federal Highway Administration Funds	100 %
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In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: May 20, 2003 – State Capitol, 10:50 AM
State Administrative Board Meeting: May 20, 2003 - State Capitol, 11:00 AM

BID LETTING

STATE PROJECTS

- | | | | |
|----|-----------------------------------|-------------------|-----------------|
| 1. | LETTING OF MAY 16, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0305701 | \$ 1,273,562.52 | \$ 1,066,700.57 |
| | PROJECT M 17022-75293 | | |
| | LOCAL AGRMT. | % OVER/UNDER EST. | |
| | START DATE - MAY 27, 2003 | | |
| | COMPLETION DATE - 27 working days | | -16.24 % |

17.563 mi of hot mix asphalt cold milling and resurfacing and placement of permanent pavement markings on M-134 from M-134/M-48 intersection easterly to Superior Street and M-48 from east of the M-48/M-129 intersection easterly 7.939 mi in Detour and Pickford Townships, Chippewa County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Payne & Dolan, Inc.	\$ 1,066,700.57	Same	1 **
H & D, Inc.	\$ 1,234,113.97	Same	2

2 Bidders

Purpose/Business Case: Previous reconstruction treatments on this trunkline need correcting. MDOT held a special letting to address the urgency and the safety issues that are prevalent. This project is part of the Capital Preventive Maintenance Program, which preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs

New Project Identification: Maintenance

LOCAL PROJECTS

2.	LETTING OF APRIL 04, 2003	ENG. EST.	LOW BID
	PROPOSAL 0304045	\$ 556,536.90	\$ 477,458.03
	PROJECT STUL 29433-56444		
	LOCAL AGRMT. 03-5056		% OVER/UNDER EST.
	START DATE - MAY 27, 2003		
	COMPLETION DATE - AUGUST 08, 2003		-14.21 %

0.49 mi of road reconstruction including pavement removal, hot mix asphalt base crushing and shaping, grading, storm sewer, hot mix asphalt pavement, concrete curb and gutter, concrete sidewalks, pavement markings, and restoration, on Warwick Drive from Wright to Pine Avenue in the city of Alma, Gratiot County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
A. J. Rehmus & Son, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 520,173.39	Same	5
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$ 503,399.04	Same	3
Central Asphalt, Inc.			
Rohde Brothers Excavating, Inc.	\$ 488,520.00	Same	2
Crawford Contracting, Inc.	\$ 437,999.91	Same	WD
Cadwell Brothers Construction	\$ 508,845.55	Same	4
Bernie Johnson Trucking, Inc.	\$ 477,458.03	Same	1 **
McGuirk Sand & Gravel, Inc.			

6 Bidders

Purpose/Business Case: The winning contractor withdrew from this project, in turn; the job was awarded to the second low bidder as indicated above. The project is for the resurfacing of a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority, and was approved by MDOT and Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

City of Alma	22.44 %
Federal Highway Administration Funds	77.56 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded the Federal funds will have to be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specs.

New Project Identification: This project is not for the construction of a new road or bridge.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director